

1-2008

The Comprehensive Plan for the Town of Wiscasset

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The Comprehensive Plan
For The
Town Of Wiscasset

October 2006
Amended January 2008

Acknowledgments

This plan is presented to the Town of Wiscasset by the Wiscasset Comprehensive Plan Committee, who wishes to thank the many town citizens who also gave their time and ideas to help better the future of Wiscasset. Subcommittee members did the painstaking work of gathering information, analyzing it, making recommendations, and putting all of that into writing. Planning consultants Esther Lacognata and Richard Rothe provided very important help over the course of the work. Jeffrey Hinderliter, Wiscasset town planner and economic development director, was a steadfast and patient guide. Jackie Lowell gave much-needed editing to the final form; remaining errors are unintentional and belong to the committee.

September 2006

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WISCASSET COMPREHENSIVE PLAN

TABLE OF CONTENTS

1. HISTORIC AND ARCHAEOLOGICAL RESOURCES

Historic Overview	1-1
Prehistoric Archaeology.....	1-2
Designation of the Historic District	1-2
Private Properties Listed in the National Register of Historic Places	1-4
Public Properties Listed in the National Register of Historic Places.....	1-8
Schools.....	1-10
Fishing.....	1-11
Timber Trade	1-11
Shipbuilding.....	1-12
Brickyards	1-12
Ice.....	1-13
Railroad.....	1-13
21 st Century	1-14
Cemeteries.....	1-14
Historic Archaeological Sites	1-14
Existing Historic Preservation Programs and Laws.....	1-14
State Laws or Programs	1-16
Local Ordinances	1-17
Potential Consequences of Inaction.....	1-18
Past Efforts and Studies	1-18
Summary Findings	1-19

2. POPULATION

Introduction.....	2-1
Historical Population Change	2-1
Population Change and Comparisons	2-2
Age Distribution.....	2-3
Household Size and Characteristics	2-5
Density	2-6
Educational Attainment	2-7
Income and Poverty	2-7
Population Projections	2-9

3. HOUSING

Introduction.....	3-1
Changes in Total Housing Stock.....	3-1
Selected Characteristics of Housing Units.....	3-1
Housing Types	3-2
Growth by Type of Structure, 1990-2000.....	3-3
Housing Values and Costs	3-3
Affordable Housing Needs Analysis	3-4

4. ECONOMY

Recent Economic Highlights	4-1
Previous Studies.....	4-2
Employment/Unemployment.....	4-3
Employment by Industry.....	4-4
Employment by Occupation	4-5
Commuting to Work	4-6
Place of Work, Wiscasset Residents	4-7
Residence of People Who Work in Wiscasset.....	4-7
Taxable Consumer Retail Sales	4-8
Economic Development Assets and Opportunities.....	4-8
State Programs	4-11
Opportunities.....	4-12
Constraints	4-14
Public Opinion	4-15

5. NATURAL RESOURCES

Introduction.....	5-1
Soils.....	5-1
Topography	5-3
Wetlands	5-4
Surface Water.....	5-7
Groundwater	5-13
Wildlife and Unique Natural Areas	5-15
Scenic Resources	5-19
Open Space	5-21
Farmland	5-22
Forests	5-24
Marine Resources.....	5-27

6. PUBLIC FACILITIES AND SERVICES

Municipal Government and Administration	6-1
Major Town Properties	6-2
Fire Department	6-2
Wiscasset Ambulance Service	6-3
Police Department.....	6-4
Water Supply	6-4
Sanitary Sewer System	6-5
Public Works/Highway Department	6-6
Sidewalks	6-7
Local Road System	6-8
Solid Waste/Transfer Station	6-9
Outdoor Recreation.....	6-10
Airport.....	6-10
Wiscasset Public Library	6-11
Wiscasset School Department.....	6-11

7. MUNICIPAL FINANCES

Historical Valuations and Taxes	7-1
Valuation Comparisons.....	7-1
Personal Property, Industrial Valuation.....	7-2
Tree Growth Tax Law.....	7-3
Farm and Open Space Tax Law.....	7-4
Exempt Property	7-4

8. TRANSPORTATION

Introduction... ..	8-1
Overview.....	8-1
Road System.....	8-2
Traffic Counts	8-2
General Traffic Effects	8-2
Special Traffic Problem Areas.....	8-3
Regional Traffic Issues	8-4
Rail Transportation	8-6
Air Transportation.....	8-7
Water Transportation	8-7
Parking	8-9

9. LAND USE

Wiscasset's Land and Quality of Life.....	9-1
The Historic Village and Harbor Neighborhood.....	9-1
The Northeastern Neighborhood.....	9-2
The Northwestern Neighborhood.....	9-4
Southern Neighborhood.....	9-5
Route 1 Corridor	9-6
Route 27/Gardiner Road Corridor	9-6
Public Opinion Survey.....	9-8
Zoning Ordinance	9-8

10. REGIONAL COORDINATION.....10-1

11. WISCASSET GOALS, POLICIES, STRATEGIES

Introduction.....	11-1
Historic and Archaeological Resources	11-2
Housing.....	11-6
Economy	11-7
Natural Resources	11-12
Public Facilities.....	11-24
Recreation	11-27
Transportation	11-30

Future Land Use Plan.....	11-35
A. The Historic Village and Harbor Neighborhood.....	11-37
B. The Northeastern Neighborhood.....	11-39
C. The Northwestern Neighborhood.....	11-42
D. Southern Neighborhood.....	11-43
E. Route 1 Corridor.....	11-47

APPENDICES

Appendix A. What do you Want Where in Wiscasset (WWWW)? Favorite places
Appendix B. WWWW Grand prize winners
Appendix C. WWWW Analysis of the Winners of WWWW “Favorite Places
Appendix D. Description of a Conservation Commission
Appendix E. Comprehensive Plan Public Opinion Survey
Appendix F. Wiscasset Capital Investment Plan

MAPS

Base Map with Wetlands	v
Shoreland Zone, Wetlands, Conservation.....	5
Beginning with Habitat Data	5
Composite Constraints	5
Utilities.....	6
Neighborhood Discussion.....	11
Future Land Use Map	11

1. HISTORIC AND ARCHAEOLOGICAL RESOURCES

Historic Overview

Earle Shettleworth, Director of the Maine Historic Preservation Commission, cites Wiscasset as one of three architecturally significant villages in the state, along with the towns of Paris Hill and Castine. Samuel Chamberlain, in his book *Towns of New England*, chose Wiscasset to represent the State of Maine. He noted that millions were spent restoring Williamsburg, while Wiscasset remains essentially intact.

Today, its abundance of classical architecture is evidenced by the inclusion of 10 structures in the Historic American Buildings Survey (HABS) of 1936 and the subsequent inclusion of five buildings listed on the National Register of Historic Buildings. In 1973, a large part of the Village/Historic District became a part of the National Register. In fact, much of the downtown area is a living field museum – and we hold the keys to its future.

The first recorded settlement at Wiscasset was in 1660 by George and John Davie. By 1740, there were 30 families at Wiscasset Point, numbering about 150 people. Wiscasset Point was one of three parishes incorporated in Pownalborough in 1760. It took the name of Wiscasset in 1802.

As Wiscasset prospered as a deep-harbor shipping port during the late 18th and 19th century, grander homes were built beyond the initial simple, smaller homes closer to the harbor. These include the Nickels-Sortwell House, the Wood-Foote House and the Governor Smith House. Other structures of note are the elegant brick courthouse, which is home to the longest continuously operating courthouse in the country; the Old Jail, in operation until the 1950s; the Wiscasset Library; the Town Common; the Sunken Garden; the Ancient Cemetery, and much more.

By the end of the Revolution to the Embargo of 1807, Wiscasset had no equal in any part of Maine as the chief shipping port east of Boston. It was a very prosperous era with so many ships registered here, that it was said you could walk from deck to deck all the way across the harbor and masts were everywhere the eye could see.

The Embargo, intended to prevent war with England, failed and Wiscasset fortunes declined from that time, as shipping dried up and creditors loomed. Now we find ourselves, generations later, again seeking new fortunes and new avenues for our community to prosper. And, as surveys have shown a number of times, the majority of townspeople consider Wiscasset's venerable history as unique and something to be proud of – and something to preserve for those that will follow after us.

This same majority understand that our historic landscape and heritage is as valuable an asset as are our schools; our still protected, deep-harbor working waterfront; our developing airport; the advent of air/rail/ferry travel with a stop in Wiscasset; and the development potential at both the Mason Station and the Maine Yankee site.

In conclusion, it would be shortsighted at best to discount the economic value of a preserved, nurtured “field museum” here in our care. Thousands of tourists stop in Wiscasset each year, through at least

three seasons of the year. They used to come to see the Old Ships – we failed to preserve those. Now we have a chance to step up to the plate again - this time to preserve a greater prize – our overall historic heritage, proud and unique.

We are past due to put safeguards in place to save our history from disappearing. Just like the Old Ships, it will not be reclaimable once lost. We need to install these safeguards and seek ways to best showcase our historic heritage so that it takes its rightful place as one of Wiscasset's most valued cultural and economic assets.

Prehistoric Archaeology

The Maine Historic Preservation Commission has identified several archaeological site-sensitive areas and known prehistoric archaeological sites. The maps of these sites are on file in the Town Office.

There are two types of marks on these maps - squiggles and cross hatches. The squiggles represent archaeologically-sensitive sites. They are meant to be about 50 meters wide along the shoreline. The squiggles and areas associated with Montsweag Brook and Gardiner Pond are marked because of "very high probability that there are sites within these areas, although no archaeological survey work has been done." The crosshatched areas (marshland next to Montsweag Brook and Gardiner Pond) may contain archaeological sites but are less probable than the squiggly locations, according to Dr Arthur Spiess, Senior Archaeologist, in a letter dated February 24, 2004.

The other marked shoreline areas (squiggles) contain known archaeological sites. They are mostly Native American campsites of the Ceramic period and/or Contact period (3000 years ago until about 1700 A.D.).

Sites 26.10 and 26.11 are located adjacent to the railroad line north of Town. One of these is a large shell midden or shell heap. Sites 16.212 and 16.213 are small shell midden remnants along the shore near Maine Yankee and on Little Oak Island.

Sites 16.122 and 16.123 are small shell middens at the tip of Chewonki Neck. Site 16.246 is near Cushman Cove and is a small shell midden of prehistoric (undetermined) age.

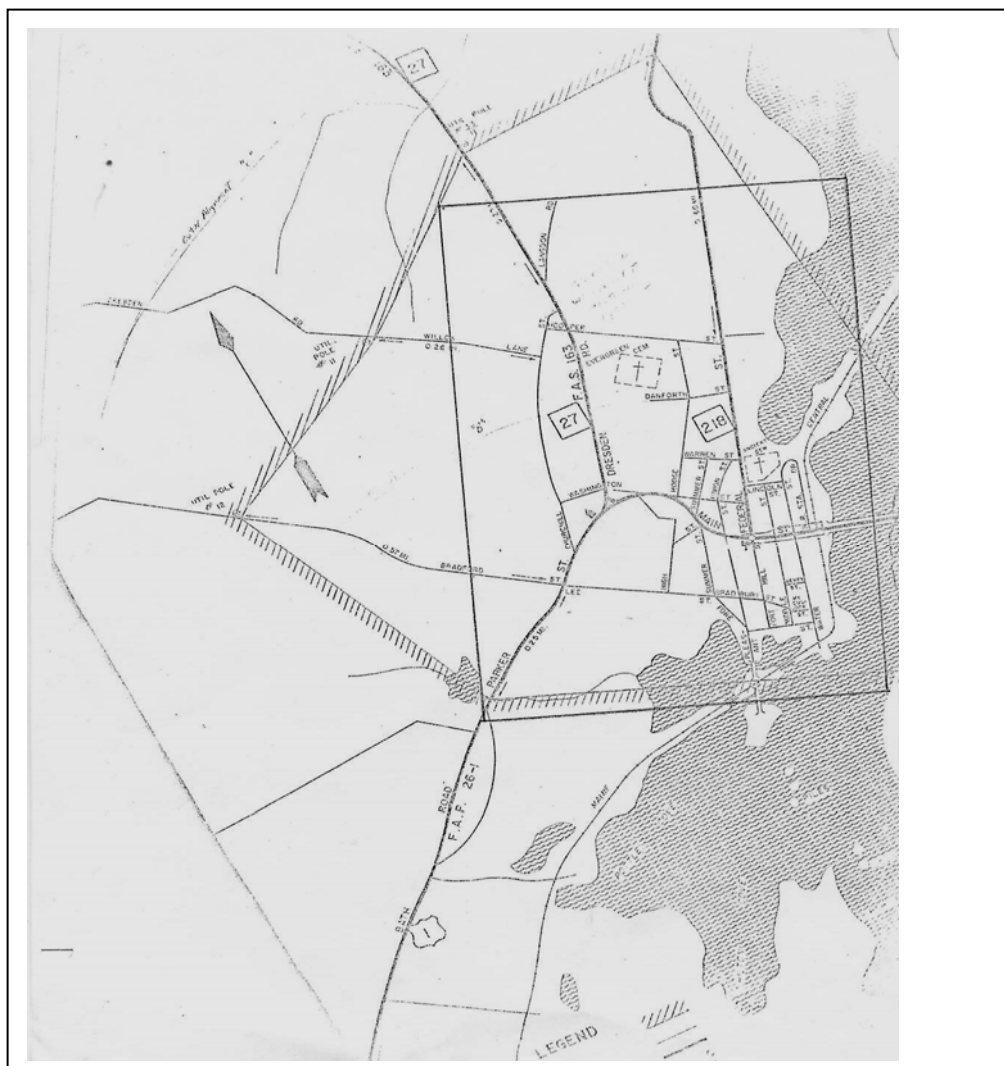
Maps of these sites are available at Town Hall.

Designation of the Historic District

The Historic District was designated in 1973 and is now referred to as the Historic Overlay District. William Murtoth, Keeper of the National Register of Historic Places at the Department of Interior, and Earl Shettleworth, longtime Director of the Maine Historic Preservation Commission, asked Wiscasset residents Wolcott Andrews and Marguerite Rafter to submit the application. Andrews and Rafter were then President and Director of the Lincoln County Historical Society, respectively. The application was submitted to the Maine Historic Preservation Commission and the National Park Service in the Department of Interior.

Necessitated by the computer mapping technology available at the time a rectangle was drawn on a map and at the suggestion of Earl Shettleworth, included historic Federal Street houses just beyond the

Old Jail. The southwest corner is at the intersection of Flood Avenue and Route 1, across from Holbrook Pond. The northwest corner is in the Sortwell Forest and includes some of Bradford Road and Willow Lane. The northeast corner is in the Sheepscot River. The southeast corner is also in the Sheepscot south of the Village.



The application includes a listing of the historic homes (see below). Excerpts of the Statement of Significance help us appreciate the historic resources that qualify Wiscasset for inclusion in the National Register of Historic Places:

“...Wiscasset is an authentic late 18th and 19th century sea and river port. Its growth is visible in its buildings which remain, as a whole, intact and are a type of field museum that should be preserved...Included in the proposed district are several distinct types of houses. The early, small houses some incorporating earlier hovels, were built about 1760-80 reflecting less prosperous surroundings. . . .

“With the affluence occurring around 1800, grander homes were built. Today one sees those about the “rim” as a series of fires “gutted” the center of town. The most noteworthy of these

are the Nickels-Sortwell House, The Wood-Foote House and that of Governor Smith. Equally important to the town are the lesser homes or farmhouses that stretch out Federal Street, a true road of 19th century living, little changed by newer buildings.

[Another criterion for listing on the National Register of Historic Places is that notable people occupied these houses]... *Judges Bailey, Orchard Cook, Honorable JD McCrate and Abiel Wood, of this town, have been representatives in Congress and Hon. Samuel E. Smith, another citizen, was for three years Governor of Maine."*

Private Properties Listed in the National Register of Historic Places

The following properties are listed in the National Register of Historic Places or are in the Historic Overlay District and are eligible to be listed individually. These chosen for the Plan are the keystones to represent the others in the District.

1. Foye-Sortwell Farm – Gardiner Road and Willow Lane

Owned by Daniel Sortwell, a descendent of a family that was among the earliest settlers.

2. Judge Thomas Rice House - Route 1

Until a few years ago, this home was owned by Wolcott Andrews, a descendent of Judge Rice. The house incorporates the original "hovel," built before 1766 on the site and is considered one of the oldest homes in town. It is an example of a "Cape Cod," pre-revolutionary structure. It has recently been restored to its original rooms downstairs.

2a. Kingsbury House - Federal & Washington Streets

The house was built by Colonel John Kingsbury in 1763 on the site of the Nickels-Sortwell Mansion. Nickels moved the house to its present site when he had his mansion built. It is the oldest two-story house recorded on "Wiscasset Point." The simple early woodwork has also been restored.

3. Tucker-Nash House - Main and Pleasant Street.

Built by David Silvester before 1784 and moved in 1792 from Water Street to its present site by Capt Richard Tucker. At the time it was a hovel among mansions. For many years, it was the home of Henry Nash, acting Minister of St. Philips Church.

4. Erskine-Marston House - Main and Middle Streets

This house was built by Capt. Alexander Erksine in 1785 and was once the home of Col. Erastus Foote, Maine's first Attorney General. Now it functions as both an antique shop and home.

5. Hodge House - Route 1 and Hodge Street

Built by Henry Hodge in 1787, this house has interesting bay windows. It also has the distinction of being listed in the Historic American Building Survey, HABS, #1949. This survey project was one of the Depression-era WPA projects. Each house identified was assigned a number. It was restored by Les Fossel in the 1990's. There is now an antique store in the barn.

6. Lilac Cottage - Washington and Main Streets

Built before 1789. The cellar is of primitive construction. The house was a tea-room for many years and is currently an antique shop.

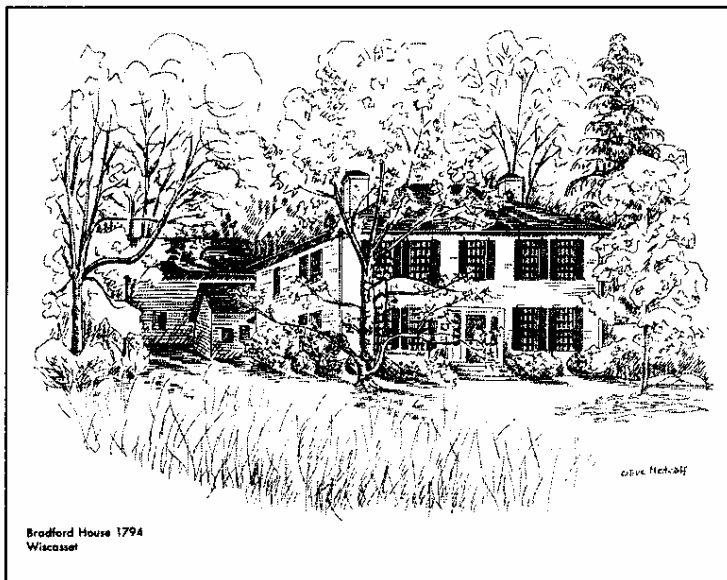
7. Gov. Smith House (Lee House) - High Street

Built by Silas Lee in 1792. Considered one of the best architectural houses in Maine. An attached long wing burned in the 1950's. It is known, too, for having its own "ghosts." Fanny Chase in her book, "Wiscasset in Pownalborough," says "the Lee House, monumental in proportion and precision of outline, with its captain's walk, its semi-circular portico whose exquisite entablature is supported by Ionic columns, its staircase both unique and beautiful, its mullioned windows and superb interior finish, place it in the foremost rank as one of the finest examples of colonial architecture in Maine." Artists and architects come yearly to sketch or measure this masterpiece.

8. The Elms - Pleasant and Bradbury Streets

Built by General Abiel Wood in 1793. General Wood's last wife, Sally Sayward Wood, was the first Maine female novelist. William Elmes moved the house to its present site from the foot of the Common in 1847.

9. Bradford House - Bradford Road



Built in 1794 by Alden Bradford, a descendent of Governor Bradford. Alden was the second Congregational minister of Wiscasset and later became Secretary of the Commonwealth of Massachusetts. He wrote "History of Massachusetts" and "A Gentleman's House."

10. Frances Cook House – Pleasant and Main Streets

Built in 1795 by Frances Cook, who was the first Collector of Customs and a personal friend of George Washington. The structure was three-storied with a mansard roof and 17 fireplaces. The roof was lowered and only 14 fireplaces remain.

11. Manasseh Smith House - Main and Pleasant Streets

Built by Manasseh Smith in 1797 and thought to be the first brick house in town. It is now used as an office building.

12. Moses Carleton House - High Street

Built by Joseph Tinkham Wood in 1804-05. The architect is said to have been Nicholas Codd, who designed the Cavanaugh House in Newcastle, the Spite House in Rockport and possibly the Nickels - Sortwell house in Wiscasset. Captain Moses Carleton bought the house for a hundred puncheons of rum. Carleton lived there until he died in his 90's. He was a poor man but known for his taking in needy children to live with his own family. The house was restored to its original design by Logan Luke, former resident of Wiscasset.

13. Pink House (no longer pink), or Damon House - Federal and Washington Streets

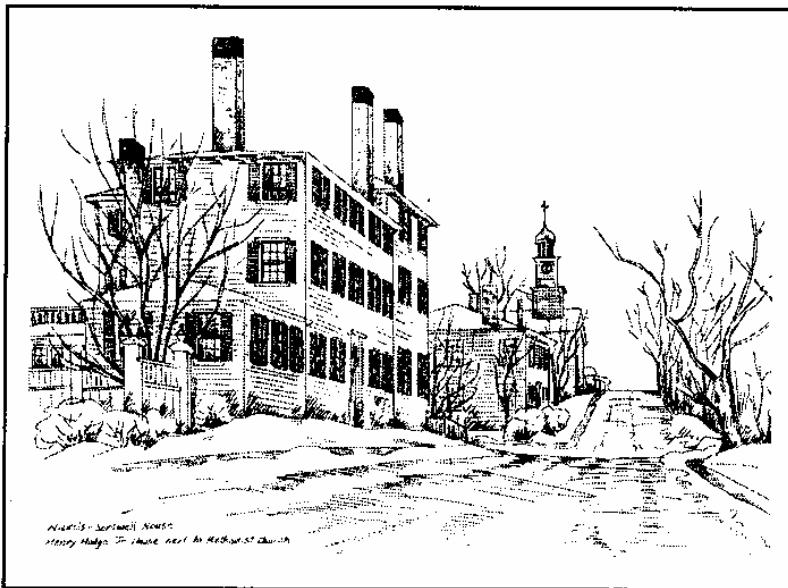
Built by William Stacey in 1805, this is one of five federal houses built by him and still standing. Joshua Damon was a craftsman of note at the time and some of his furniture is now in museums. His descendants left the house to Harvard University to be used as a house for artists in all fields. That will was later broken.

14. Pumpkin House - Fore and Fort Hill Streets

Built by Hartley Wood in 1807. This, and the house of his brother, Abiel Wood, contained the only marble-faced fireplaces in town. As one of Frances Sortwell's "saved" houses, it was the summer home of Sidney Howard, author and playwright, from 1925-30. Its name is derived from the color of the house.

15. Nickels-Sortwell House - Main and Federal Street

Owned by Historic New England, formerly SPNEA (Society for the Preservation of New England Antiquities). This well-known local tourist attraction was built by William Nickels in 1807 (HABS., ME-102). It was a boarding house for many years until Alvin Sortwell, a descendent of the Foyes, and former mayor of Cambridge, Massachusetts, bought it as a summer home. His widow and daughter lived there year round and turned the empty cellar hole across the street into today's "Sunken Garden." That spot was left to the town, provided it remain a garden. Frances Sortwell gave the house to SPNEA. It is open to the public each summer.



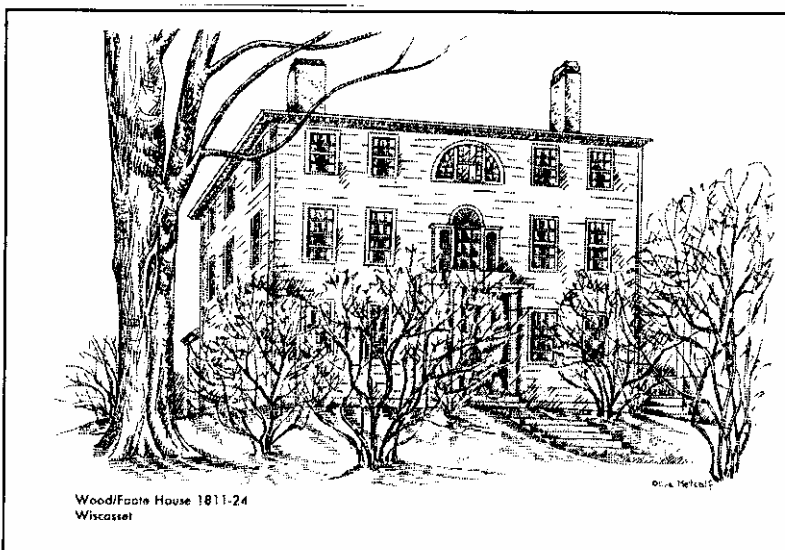
Nickels-Sortwell House

16. Castle Tucker - High and Lee Street

Owned by Historic New England. Built by Silas Lee in 1807, the house had a number of owners until Captain Richard Tucker bought it in 1858. He added the portico, extended the house, and furnished it with Victorian furniture, much of which is still in the house. Captain Tucker's heir, Jane Tucker, lived in the house for many years before donating the house to SPNEA.

It is an authentic Victorian house, containing no reproductions. The elliptical flying staircase is outstanding, and the double piazza is a landmark. It is open to the public in the summer.

17. Wood-Foote House - High and Lee Streets



Built by Major Abiel Wood between 1811 and 1825. Building was stopped early on by the death of Wood's wife and the War of 1812, but was finally finished in 1825. It has double-brick insulation. Until recently, it was owned by Major Wood's descendents. It is a three-story mansion with a graceful Palladian doorway and window.

18. Blagdon-Emerson House - Federal Street near Danforth

Built before 1819. It is a typical two-story “manse and mart,” or home and shop, where Charles Emerson published *Lilliputian* (1881-91) and then the *Sheepscot Echo* (both newspapers of the era). This type of house was placed at right angles to the street level to accommodate the “mart.” There are several examples of this arrangement still in town.

19. Samuel Page House - Lee Street

Built in 1837. By the 1920s, it had become a “slum” and was rescued and repaired by Frances Sortwell who added the hand carved porch by Edbury Hatch of Damariscotta (HABS ME-91).

20. Clark-Wood House (Musical Wonder House) - High Street

Built as a double house in 1852 by Henry Clark and Captain George H. Wood. Fannie Chase made it into a single dwelling in the 1920s. Her son Charles G. “Chippie” Chase carved birds from single logs, many of which are now museum pieces. The house is currently a music box museum, and it is open to the paying public during the summer.

21. Octagon House - 63 Federal Street

Built by Captain George Scott in 1855, it is a two-story brick, octagonal house, a unique architectural design (HABS ME-85) and was listed in the National Register in 1972. Once used as a school administration building, Hildreth Hawes later restored it as a residence.

Public Properties Listed in the National Register of Historic Places

P1. Ancient Cemetery - Federal and Lincoln Streets

Owned by the Town of Wiscasset. The oldest stone dates from 1739.

P2. Wiscasset Public Library - High and Main Streets

Built in 1803. The second brick structure in Wiscasset. Originally it was built to house the Lincoln & Kennebec Bank, and later the Wiscasset Bank and Mariner’s Bank. The county offices were located there until the Lincoln County Courthouse was built in 1824. The bank vault was sited, underwater, in a deep well for protection.

Originally a two- story building with a mansard roof, it was an example of how commercial buildings were then built as houses. Later, it was used as a residence for many years.

In 1903, Andrew Carnegie came to this country as a passenger on the *Wiscasset*, a ship owned by Captain Johnston. He offered \$4,000 to the town to erect a new library, but the Town couldn’t afford the money for its upkeep so the offer was not accepted. Frances Sortwell along with others founded the present library.

P3. Old Academy - Hodge and Warren Streets

Now owned by the Town of Wiscasset and leased by the Maine Art Gallery. The gallery was founded by Mildred Burrage and was one of the earliest galleries to show the work of Maine artists.

Built in 1807 for the Wiscasset Academical Association, the building was used as a school until 1923 (HABS ME-48). It was listed in the National Register on October 6, 1970. The Maine Art Gallery is open to the public except in winter.

P4. Lincoln County Museum and Old Jail - Upper Federal Street

Owned by Lincoln County Historical Association. The jail was built in 1809-11 and was considered, at the time, to be humanitarian as it had separate cells and windows (slits). There was no heat until late in the 19th century. It was the third jail in town and the first building in Maine to be built for the safekeeping of criminals. Until the state prison in Thomaston was established, the Old Jail was used for the confinement of many notorious felons.

The granite slabs used in its construction were from Edgecomb quarries and are 41 inches thick at the foundation and 30 inches at the eaves.

These great stones also form the ceilings of the cells. There are six cells on each of the two floors. The third story had quarters for debtors who were allowed out during the day to earn money, but had to return at night. There was a large room used for a work area.

In the 1920s, it provided holding cells for prisoners appearing in the nearby courthouse. In 1954, it was turned over to the Lincoln County Historic Association, provided the group maintained it as a museum and opened it to the public in the summer.

The Jailer's House burned and was rebuilt in 1837. The jailer's wife provided food for the prisoners and their diet depended upon her generosity and thriftiness. The kitchen has a large hearth and a beehive oven, and the barn has a wonderful collection of old tools.

P5. Old Powder House

Owned by the Town of Wiscasset. Built in 1813 of brick, the structure was used to store gunpowder during War of 1812 (HABS ME-70).

P6. Old Custom House - Water, Fore & Middle Streets

Built in 1869-70, the building was initially used as a customs house, and later housed Wiscasset's post office up until the 1960s. At that time, the present post office was built on Route 1. It was then offered to the Lincoln County Historical Association, but was refused because an estimate to replace the slate roof was more than the association could afford. It was put up for auction and purchased by Charlotte Rust Hodgeman. The upper story was turned into living quarters and the downstairs became commercial space.



resources

P7. Wawenock Block - Main Street

A brick commercial building, designed in 1856 by Alexander Johnston, Jr. It represents one of three such commercial buildings in our downtown. Until then, residential house designs were used for commercial buildings. These buildings are gems of their time and are an important part of our historic Village.

Schools

The following is a list of schools in Wiscasset. Only the current school buildings and the Old Academy are still in existence.

1792 - School on the site of current Episcopal Rectory

1800 - School in center of town near the Common

1805 - Town voted to build two schools

1807-1923 - Old Academy Brick Building- see above

(Note that, in the early 19th century, every family kept flocks of geese to supply students with quills!)

1816 - Latin Grammar School

1860-1910 - Garrison Hill School on Fort Hill, it is now the Masonic Hall

1908 - Grammar school.

(By 1941 there were six schools in Town.)

There was a high school at the site of the present middle school. Currently the primary school and high school are located on Route 27, and the middle school is located on Federal Street.

Fishing

A great abundance of fish encouraged Europeans to settle in the Wiscasset area in the early 1600s. As late as 1871 there were 122 vessels engaged in cod and mackerel fishing. Fishing was not the only commodity or industry that the area's waterways offered to Wiscasset. In the early 19th century, Wiscasset became the most important seaport north of Boston.

Timber Trade

The spruce and pine trees that thickly lined the banks of local rivers and streams were initially used for building dwellings and small vessels. But lumbering quickly became one of the town's most important industries. Saw mills were built in many locations along rivers and streams, along with grist, shingle and fulling mills. Seven mills were located on Montsweag Stream alone. The largest was the Gould mill, which wove cloth and was built at the site of the largest water cascade on the stream. Some of the older mills were located in the northern part of town on Mill Creek or Polly Clark Brook.

In the summer of 1834, saw and gristmills were also built on White's Island (then Holbrook's Island). In 1857, Isaac Hobson bought the steam sawmill from Harriman and Clark and for the next 20 years ran a thriving business. Some of the mills ran day and night, and lumber was shipped on sailing vessels all year long. Three steamers were built at Hobson's mill. As the forests were cut farther and farther inland, this coastal industry was undermined. Hobson's mill shut down in 1887. In 1910, Erastus Foote bought the island and rented part of it to Fred Pendleton who ran a boat yard there. Some of the finest yachts in the state were built at his shop. Later, the island was planted with trees and was the site of a private boat landing, as well as the Wiscasset Swimming Club bathhouses.

In 1872, Ira Sturgis, of Augusta, one of the biggest lumber dealers in the state, came to town to make arrangements for the construction of a steam saw-mill at Birch Point, which later became the site of the Mason Station plant. The site provided deep-water access for ships and transport by railroad. In 1873, the Town built the Birch Point Bridge to connect the site with the village.

At the height of the shipping trade, each of the New England seaports had their own particular niche regarding commodities and recipient ports. Wiscasset had her timber trade, which later evolved into a three-way trade: south to Charleston and the Caribbean where they picked up rum, sugar and cotton destined for British ports; Portsmouth and Newburyport shipped fish to Martinique, Guadeloupe and Puerto Rico; Newport traded largely in rum and slaves; while Providence had the corner on spice and tea, to name a few.

Maritime exchange with the Spanish colonies resulted in the influx of Spanish dollars, known as pieces of eight and Spanish doubloons, and both currencies were used in the execution of deeds and contracts in Wiscasset.

But with the Embargo of 1807, shipping received a deathblow and that included Wiscasset's timber trade and the shipbuilding industry as well. The embargo ended Wiscasset's period of great prosperity and impoverished many ship owners. That very impoverishment protected the town from architectural "improvements" that cast blight on so many other towns.

Shipbuilding

Fannie Chase in her book, *Wiscasset in Pownalborough*, said that sailors and poets believe that ships have souls – she continues that when the ships of the Sheepscot “all fresh from the sail-maker and rigger, spread their canvas and glided away through the Narrows to meet the distant water, even the most prosaic would admit that, if not endowed with a soul, they at least responded to the breath of life.” That vision provides a glimpse into our Town’s intriguing maritime history.

Vessels of varying sizes and rigs were built all along the Sheepscot as far inland as Head Tide. There were shipyards at Sheepscot Falls, Newcastle, and Edgecomb. The *Virginia*, a 30-ton ship, was the first ship made in America and was built close to the mouth of the Sheepscot River. The first record of a ship built at Wiscasset Point is from the record of Michael Sevey in 1797, which said he had come to Wiscasset to “help build a ship.”

It was not until the incorporation of Pownalborough that records of sizeable vessels built in Wiscasset appear. Abiel Wood, Wiscasset’s biggest ship-owner, came to Birch Point in 1776 and evidently opened a shipyard soon after. It is believed the yard was located on the shore of Bradbury’s Cove. Later, Morrill Hilton, Jr., had his yard there, parts of which could still be seen at low tide for many years. Another early shipyard, owned by Seth Tinkham, is thought to have been situated at the foot of Main Street (then State Street), close to the Town landing.

The Kingsbury shipyard was erected in the tidal cove. John Kingsbury’s family home was located at what is now the site of the Nickels-Sortwell house, currently a well-known tourist attraction. Around the time of the Revolution, his business and fortunes were reduced and Kingsbury moved to some “wild land” on the Gardiner Road, about a mile and a half from the village.

Interestingly, a newspaper of the time reported that Daniel Brocklebank sailed in the fifth ship he built in America from the Sheepscot River in May of 1778, reaching Whitehaven, England 32 days later. The Anchor-Brocklebank Line of England, founded by Brocklebank in 1770, was the forerunner of the Cunard Steamship Co.

Brickyards

Birch Point took the lead in the manufacturing of brick. Local soil was composed of large amounts of clay, needed in the making of bricks. When the Lincoln County Courthouse was built in 1824, Silas Porter’s brickyard, near Birch Point, supplied one-third of the bricks for the project. There were at least seven brickyards on Brick Yard Brook, along with many other kilns along the rivers and creeks of surrounding areas.

Silas Porter ran another yard at his pottery on Birch Point that furnished bricks for many Wiscasset buildings. According to Chase, many of Wiscasset’s old village houses are lined with bricks made by Porter.

The most productive yard was owned by Captain Richard H. Tucker in 1875 and was the largest brickyard in the county. The kiln was large enough to hold one million bricks along with the wood for burning. In 1883, the Wiscasset Brick & Pottery Co. Works at Birch Point, formerly the Porters’ yard, had a daily output of 22,000 bricks. The remains of some of these brickyards can still be seen around Wiscasset.

Ice

Ice – the word conjures up all sorts of images from tall, cool summer drinks that clink with the movement of ice cubes in a frosted glass, to skating parties and bonfires, to a glistening, wonderland coating on trees and shrubs in winter as sunlight kicks it all into high relief. Back in the days of early Wiscasset, ice harvesting was a profitable industry that made possible the necessary cooling to preserve food and liquids.

In the early years of 1870, the ice industry began to flourish along the Sheepscot River and elsewhere. By 1890, the business had boomed to the point that three million tons of ice were cut in Maine. At the Mason Station site, David Stinson started an ice works. Subsequently, the Kennebec Land and Lumber Company erected icehouses with a capacity of 16,000 tons. Ice was shipped to Baltimore, Norfolk and Newport News, as well as used locally.

In 1875, the Walrus Ice Company of Wiscasset was formed. The ice was generally cut from the ponds in January, at a thickness of 16-18 inches. First, snow scraper teams removed snow and debris. Next, the ice was planed smooth and marked into squares, checkerboard fashion, with a “groover.” The grooves were further scored by an ice plow. The ice was then sawed into cakes by an up-and-down ice saw, broken apart with a busting bar and stored in sawdust-lined storehouses.

The Ellsworth Holbrook’s Ice Home Delivery Service stored ice in sawdust at the ice house beside the pond, and delivered ice in the Village through the 30’s and even after WWII.

Vessels were loaded with ice squares each weighing about 400 pounds. The ice was dunnaged (packed) to prevent it from shifting or melting during southern transit. Each year, Birch Point ice works depended on a crew from Westport Island, always the same men, to supplement their own workforce. The manufacture of artificial ice eventually deprived Maine including Wiscasset of this industry.

Railroad

The Knox and Lincoln Railroad line, from Woolwich to Rockland, was built in 1870-71 covering a distance of 48 miles. This stretch completed the system connecting Boston with Rockland. The line was constructed almost entirely with local money and was estimated to cost \$57,000 per mile.

The astronomical cost resulted from the switching of the siting of a ferry crossing from Richmond to Bath, necessitating the building of bridges, deep rock cutting and the construction of an expensive ferry to Bath to reroute. The project impoverished the Town of Wiscasset. According to Chase, it was jestingly said of the engineers that, “when they came to a swamp they bridged it; when they came to a ledge they blasted it; but when they came to a cow, they went around it.”

President Grant and his party passed through Wiscasset in 1873 on their way to Rockland on a special train. Even so, the Knox and Lincoln was not a success financially and Wiscasset was bankrupted. But there was a silver lining to the cloud. Due to a complex judgment recovery process in place at the time, little was gained by creditors from legal proceedings, so most real estate/buildings remained intact – in effect, preservation by default. The original Federal architecture remained essentially unchanged.

Additionally, in the spring of 1854, the Wiscasset & Quebec Railroad was authorized for construction of a line from Wiscasset to the boundary of the Canadian province of Quebec. A charter was granted and renewed, but ultimately it was decided to build a narrow gauge line to the same point. By 1892, it looked as though Wiscasset would become the winter port for the St. Lawrence River (Canada).

Rails were brought to Wiscasset by schooner. Trains began running along the line in 1894 and in 1895 the line extended as far as Albion. Through changes of ownership and charter, the railroad became known as the Wiscasset, Waterville & Farmington Railroad Company. It was hoped the railroad would merge with one of the major trunk lines, change to standard gauge, and a western, transcontinental connection would ensue, making Wiscasset the eastern end of a coast-to-coast system. This plan failed and the railroad was sold in 1906. The buyer operated the railroad for some years, until the advent of an electric line in East Vassalboro and the increasing proliferation of motorcars. The railroad's best year was 1921 - the last narrow-gauge train ran over the tracks in 1933.

21st Century

Wiscasset is at a commercial crossroad. While recovering from the loss of Maine Yankee Atomic Power Plant, a single-payer tax base, the town is prepared to take new advantage of its many assets.

First and foremost, we are a community committed to succeed and prevail over adversity. We are prepared to work together and work hard. While we no longer have our timber trade, shipbuilding, brickyards, or ice industry, we still have abundant natural resources; a vibrant, working waterfront with deepwater access, serving both commercial and recreational interests; our unique historic and cultural heritage; access to major highway, railroad and airport; a good school system, along with many specific tourist attractions in Town.

Our future is waiting for us.

Cemeteries

A survey, made by Jane Tucker, showing 41 cemeteries is kept in the Jane Tucker room in the town library. Cemeteries marked with an asterisk are town-owned and -managed: the Ancient Cemetery at the intersection of Lincoln and Federal Streets, Evergreen on Hodge Street, Greenlawn (Old, New and Crematory Park) on Rumrill Road, and Woodlawn on Birch Point Road.

Historic Archeological Sites

The Maine Historic Preservation Commission has made available a map with 48 historical archeological sites. These are mostly European-American remains when historic written records existed. The list is keyed to the numbers on the Historic Archeological Sites, provided by Maine Historic Preservation Commission. Copies of this map are available at the Town Office.

Existing Historic Preservation Programs and Laws

National Register of Historic Places. The National Register of Historic Places is the official list of Historical and Archaeological Resources

the nation's cultural resources worthy of preservation. Properties may include districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering, and culture. The federal or state government or the community may nominate sites. The National Park Service, under the Secretary of the Interior, administers the National Register of Historic Places.

- **Nomination Process.** While Wiscasset is already designated in the National Register of Historic Places and many structures are in the Register, owners may want to nominate their houses, or the Town may want to expand the boundaries of the Historic Village. Then too, the information gathered to meet eligibility criteria forms the basis for all future preservation efforts.

Local citizens start the process by filling in the National Register nomination forms. These are then submitted to the State Historic Preservation Commission. This review board makes its recommendations to the State Historic Preservation Officer. If approved, it is then submitted to the National Park Service at the Department of the Interior.

During the review period for nominations, local property owners and authorities are notified. All property owners are given the opportunity to make comments, concur or object to the nomination. If the majority of the property owners in a district object, the State Preservation Officer forwards the nomination only for determination of eligibility. He only nominates if the majority approve. Once the National Park Service approves the nomination, the property is officially entered in the National Register of Historic Places.

- **Evaluation Criteria.** The agencies and persons reviewing the application consider whether the architecture or archeological remains represent design, materials or workmanship typical of a particular era. Association may also be with key events, or historical personages. Structures or artifacts that have yielded, or may yield information important in prehistory or history are also eligible for the register. Normally sites less than 50 years old are not accepted, but there are many exceptions. It is best to write to the Department of Interior, Park Service, and find out for sure.
- **Meaning of Listing in the National Register of Historic Places.** Listing has the following results:

Recognition that a property is of significance to the nation, the state or the community, Federal agencies which propose funding, licensing or grant assistance for a project which may affect a property listed in or eligible to be listed on the National Register of Historic Places must allow the Advisory Council (the Maine Historic Preservation Commission) to comment. The purpose of the review is to assure that the value of historic properties is given direct consideration in project planning decisions. (This is why when the Maine Historic Preservation Commission commented that a bypass would be inconsistent with the Registration of the Wiscasset Historic District, the option of going through the village was eliminated.)

Similarly, the Maine Department of Environmental Protection's Site Location of Development law, regulating large-scale developments, requires a review by the Maine Historic Commission.

Additionally, the local planning board can request a review when considering a subdivision

application.

Preservation tax incentives are available for any project which the Secretary of the Department of Interior designates as a certified rehabilitation of a certified historic structure.

Federal, estate and gift tax deductions for charitable contribution of easements in real property must be exclusively for conservation purposes.

Qualification for federal assistance for historic preservation, when funds are available.

Listing on the National Register of Historic Places does not by itself preserve, but it gives credibility to efforts of private citizens and public officials to preserve these resources.

State Laws or Programs

Impact Review by the Maine Historical Commission. The reason the proposed bypass could not go through downtown is that as noted above, any funding application to the federal or state government has to be reviewed for impact on a historic resource by the State Historic Preservation Commission. If a finding is made that a project to be funded by the state or the federal government is found to have a negative impact on a historic or archaeological resource, it is highly unlikely to be funded. The Maine Historic Preservation Commission has made the determination that the bypass would have had a negative impact on the Historic District.

The Maine Site Location Law. The Department of Environmental Protection must issue a permit on any development that may have a “substantial impact on the environment.” Any project in excess of 20 acres or which has more than three acres of disturbed surface that is not revegetated is subject to Department of Environmental Protection review and permit. When there is the possibility of impact on a historical resource, the application is sent to the Maine Historic Preservation Commission for its review and comment. When a structure or site is in the Register, that is a red flag for review (another advantage to being in the Register).

Local Option Property Tax Reimbursement. In 1999, the voters of Maine approved a constitutional amendment authorizing local reimbursement for expenditures for preserving historic or scenic views in accordance with a locally adopted preservation ordinance.

If towns want to participate in this program, then they must appropriate money to reimburse taxpayers. This reimbursement would be earmarked for that portion of real estate taxes used for the preservation of property in the National Register of Historic Places. Reimbursement would also be available for properties eligible for registration or identified as being of historic significance in the town’s comprehensive plan. This program has not been utilized by Wiscasset, but is a tool for encouraging preservation efforts, should the Town authorize the necessary funds.

Designation as a Certified Local Government. The intent of this program is to ensure that historic preservation issues are understood and addressed at the local level. Wiscasset can participate directly in the program when the State Historic Preservation Officer certifies that the Town has established its own Historic Preservation Commission and has a Historic Preservation Ordinance that meets federal and state standards. Please note that if the recommendations contained in this Plan are followed, Wiscasset will qualify for this designation.

Benefits of being a Certified Local Government (CLG) include opportunities to apply for grant funding available only to certified communities, state and national recognition for the quality of local preservation programs and projects, and technical advice from the Maine Historic Preservation Commission.

Main Street Maine Program. The Main Street Maine Program is a public/private partnership between the federal, state and local government and the downtown businesses and residents. The Program is administered in Maine by the Maine Downtown Center, located in the Maine Development Foundation. Its purpose is to promote downtown revitalization goals. The historic-built environment in each town defines its true character. The Main Street Maine Program encourages finding new and different uses for existing buildings and encourages appropriate new development that will protect and enhance this environment. Funding must come from all three levels of government. The Program recommends

that rural Main Street Maine towns under 5,000 in population have a minimum annual operating budget of \$25,000; these towns are required to hire paid staff for a minimum of 25 hours per week.

The suggested steps in establishing the program include:

1. Calling a town meeting to inform citizens about the program. Invitees should include all community players.
2. Inviting a representative from a Main Street community to speak at the meeting and inform the group about their local program.
3. Organizing a core group who will commit to doing a thorough investigation of the program.
4. Holding a second meeting inviting all who attended the first meeting to hear the results of the above investigations.
5. Beginning a media campaign to inform the community about Main Street.

The Maine Downtown Center's goal is to seek applications bi-annually depending on available funds. The town can sign up to be a member of the Maine Downtown Center's Contact List to receive regular updates about future application rounds and other downtown-related news.

Local Ordinances

The only reference to historical resources indexed in the Wiscasset Land Use Ordinance is in Article VI.A.1.7, Performance Standard for the Shoreland Zone "Any activity involving structural development or soil disturbance on or adjacent to land listed or eligible to be listed on the National Register of Historic Places, as determined by the permitting authority, building inspector or planning board, shall be submitted by the applicant to the Maine Historic Preservation Commission for review and comment, at least twenty (20) days prior to action being taken by the permitting authority." Historic Structure is defined in the Glossary of the Ordinance as:

- Listed individually in the National Register of Historic Places or preliminarily determined by

Historical and Archaeological Resources

the Secretary of the Interior as meeting the requirements for individual listing in the National Register;

- Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary of the Interior to qualify as a registered historic district.

A provision for considering adverse impact on historic resources is by state law in the Subdivision Ordinance: “In reviewing an application, the Planning Board shall consider the following criteria, and before granting approval shall determine that the proposed subdivision: Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areasetc.”

Potential Consequences of Inaction

1. There is currently nothing in Wiscasset’s ordinances that prevents an individual from tearing down or demolishing a historic structure, even if it is in the National Register of Historic Places. Should a structure be demolished or burn, the property owner could rebuild in any style in the Historic District. Not only would a historic structure, a significant asset to the Town, be lost, but if rebuilt in a 20th Century style, an entire historic streetscape could be irreversibly lost.
2. Increased traffic locally and along Route One prior to the building of a “bypass,” whenever and wherever that may be located, could change the tenor of village life in an adverse manner and diffuse the sense of the Town’s center.
3. While the Town seeks to promote the historic and commercial aspects of both the village and waterfront, the demand for more parking lots could very well destroy the very historic character which draws the tourists.
4. Tourism drives commercial activity in the Village. Inappropriate conversions of historic structures or new development not consistent with the historic style could negatively impact the ambience of the village area streetscapes and the historic waterfront.
5. Natural disaster could destroy large parts of the historic district and waterfront. Without regulations for rebuilding, the small-town ambience and the nature of the historic district could be completely altered or lost altogether.
6. Increasing rail and marine traffic could either enhance or detract from current uses and the ambience of the historic village/waterfront areas.

Past Efforts and Studies

The 1989 Comprehensive Plan. Much work, numerous surveys, and discussions in the preparation of the 1989 plan and as well as the 1999 plan update, along with the March 2004 visioning session clearly indicate public opinion supports historic preservation:

“The historic features of Wiscasset are a characteristic that citizens want to preserve. This was a high priority of the comprehensive planners and was supported consistently in the various citizen surveys.

Historic building preservation was most often cited as an important consideration in drawing up the comprehensive plan. Those surveyed supported strict regulations governing new buildings, renovation and use in the historic center of Town” (1989 Comprehensive Plan). The Implementation Plan was to prepare and adopt a Historic Preservation Ordinance.

Inventory. In 2000, the Maine Historic Commission awarded Wiscasset \$2,500 to record, in pictures and descriptions, all 200 houses within the Historic District. This project is completed. The data is housed at the Wiscasset Public Library. A desirable next step would be for volunteers or owners to search the deeds of all the houses in the Register.

Historic Preservation Ordinance. Over the past ten years, there have been three groups of interested citizens who recognized the importance of protecting our historic buildings in the District, but they disbanded before achieving their goals.

The selectmen asked the Ordinance Review Committee (ORC) to write an ordinance to protect the District. The ORC used as its models working ordinances in Kennebunkport, Topsham, Camden and Castine. The draft Ordinance was submitted to the Selectmen in the spring of 2002. As of the summer of 2006, no action has been taken.

Summary Findings

Wiscasset’s Historic Village defines the community. The beautifully preserved 18th Century homes and 19th Century brick commercial buildings, are gems of their time and are an important part of our Maine coastal heritage

The village streetscape and its layout by the Sheepscot River presents a most appealing and defining view from the bridge and surrounding hills.

Wiscasset’s historic architecture and village attract tourists and new residents, many of whom choose to buy and lovingly restore the historic homes.

Surveys and visioning sessions most recently held on March 6, 2004, repeatedly rank Wiscasset’s venerable history as unique and place the highest priority on its preservation.

The designation of the village as a historic district and the inclusion of many historic homes in the National Register of Historic Places have brought national attention to Wiscasset.

The historic village is recognized by most townspeople as an economic asset.

A historic preservation ordinance is needed to assure the protection of this much-valued asset. Adoption of a historic preservation ordinance will require public understanding and support for the components of such an ordinance. This Plan contains recommendations aimed at generating that support.

2. POPULATION

Introduction

This section of the Comprehensive Plan profiles current and projected demographic characteristics of the Town of Wiscasset. While there is some historical information available, most of the data used for this Plan is derived from the 1990 and 2000 Census. This data help document the change in the last decade and compare the demographic characteristics of Wiscasset to those of neighboring towns and Lincoln County.

Historical Population Change

Wiscasset had a year-round population of 2,083 people in the year 1810. The Town grew very slowly, reaching a population of 2,318 by the year 1860. This was followed by a long period of decline until there were only 1,273 residents by the year 1900. The population remained relatively stable until 1950, when the Census documented 1,584 residents. The Town has shown steady growth since that time, reaching a level of 3,603 people in the year 2000. Wiscasset's historical growth patterns are shown in the chart below and are summarized in Table 1.

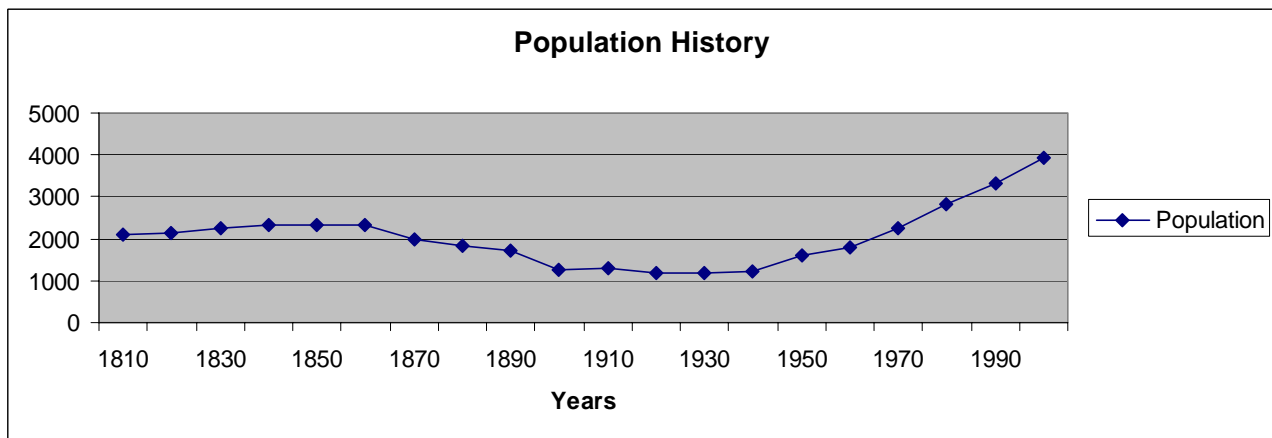


Table 1
Wiscasset's Historical Growth

Date	Population	Date	Population	Date	Population
1810	2,083	1880	1,847	1950	1,584
1820	2,138	1890	1,733	1960	1,800
1830	2,255	1900	1,273	1970	2,244
1840	2,314	1910	1,287	1980	2,832
1850	2,332	1920	1,192	1990	3,339
1860	2,318	1930	1,186	2000	3,603
1870	1,977	1940	1,231		

Source: Fogler Library, University of Maine

Population Change and Comparisons

Table 2 contains a summary of population changes in the past 30 years for Wiscasset, Lincoln County, Sagadahoc County, Cumberland County, and a number of surrounding towns. Over the past 30 years the rate of growth in Lincoln County has been about twice as high as the State's growth rate overall.

Wiscasset's rate of growth mirrors that of the County in the decades since 1970. The Town grew by 26% in 1970s, 18% in 1980s, and 8% in the 1990's.

As shown in Table 2, the rate of growth has been greatest in small neighboring towns. This is due to the fact that a small absolute change in a very small town results in a large percentage change. While Wiscasset grew by 61% over the last 30 years, Alna, Edgecomb and Westport tripled their populations.

Table 2 Comparisons of Growth rate								
Place	1970	1980	% Change 1970-80	1990	% Change 1980-90	2000	% Change 1990-00	% Change 1970-00
Wiscasset	2,244	2,832	26%	3,339	18%	3,603	8%	61%
Alna	315	425	35%	571	34%	675	18%	114%
Damariscotta	1,264	1,493	18%	1,811	21%	2,041	13%	61%
Dresden	787	998	27%	1,332	33%	1,625	22%	106%
Edgecomb	549	841	53%	993	18%	1,090	10%	99%
Newcastle	1,076	1,227	14%	1,538	25%	1,748	14%	62%
Westport	228	420	84%	663	58%	745	12%	227%
Woolwich	1,710	2,156	26%	2,570	19%	2,810	9%	64%
Lincoln County	20,537	25,691	25%	30,357	18%	33,616	11%	64%
Sagadahoc Co.	23,452	28,795	23%	33,535	16%	35,214	5%	50%
Cumberland Co.	192,528	215,789	12%	243,135	13%	265,612	9%	38%
Maine	992,048	1,124,660	13%	1,227,928	9%	1,274,923	4%	29%

Source: U.S. Census

Components of Population Change. Between 1990 and 2000, Wiscasset's population increased by 264 people. Of that number, a gain of 86 can be attributed to births exceeding deaths. The remaining 178 are the "in-migrants." Not much is known about the demographic characteristics of these in-migrants.

Table 3 Wiscasset Components of Population Change, 2000	
Population Change, 1990-2000	264
Births, 1990-2000	414
Deaths, 1990-2000	326
Natural Increase	86
Net In-migration	178

Source: 2000 Census

Age Distribution

Municipal services and land needed to accommodate the population over the next 10 years depends very much on how the population demographics change in age. Young families may desire to live in the country, whereas the aging “baby-boomers” are more likely to seek to simplify their lives by living in town or in a multi-family or condominium unit. Table 3 and the graph below show the change in the age of the population and how they compare to area towns and the County.

The median age is increasing in the County and in Wiscasset. In the year 2000, Wiscasset had the second youngest median age of any jurisdiction shown in Table 3 (39.2 years), even though Wiscasset’s median age increased from 34.7 in 1990 to 39.2 in 2000. Damariscotta had the oldest median age in 2000 (48.0 years). The increase in the median age between 1990 and 2000 was roughly around 14% in all communities with the exception of Westport where the median age increased by 23% and in Alna where it only increased by 5%.

Table 3 Percent of Population in Selected Age Ranges											
Town	% Under 5		% Under 18		% Over 54		% Over 64		Median age		% Change
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	
Wiscasset	7	5	25	23	21	25	17	18	34.7	39.2	13
Alna	7	4	25	25	23	26	13	14	38.6	41.2	7
Damariscotta	5	4	22	20	36	41	26	31	42.8	48.0	12
Dresden	8	7	28	26	19	21	10	12	33.7	37.4	11
Edgecomb	7	5	25	23	23	30	15	16	38.5	43.9	14
Newcastle	7	7	12	23	29	31	20	19	38.7	44.8	16
Westport	8	4	24	22	25	32	14	17	36.5	44.8	23
Woolwich	7	5	27	24	19	23	10	11	34.4	39.7	15
Lincoln Co	7	5	25	23	27	30	17	18	37.4	42.6	14

Source: U.S. Census

Between 1990 and 2000, there was a significant change in the age composition of the population, both in Wiscasset and Lincoln County, as shown in the graph below and in Table 4. The “under 5” population declined by 23% in Wiscasset, and 19% in Lincoln County. Between 1990 and 2000, the “20-39” age bracket declined by 14% in both Wiscasset and Lincoln County.

The other end of the spectrum shows a significant increase in the “40-64” age group (a gain of 37% in Wiscasset, and a gain of 39% in Lincoln County) during the 1990-2000 time period. There was also a significant increase in the “75-84” age group. This group increased by 28% in Wiscasset, and 25% in Lincoln County. The “85 and over” group also increased significantly (26% in Wiscasset; 46% in Lincoln County).

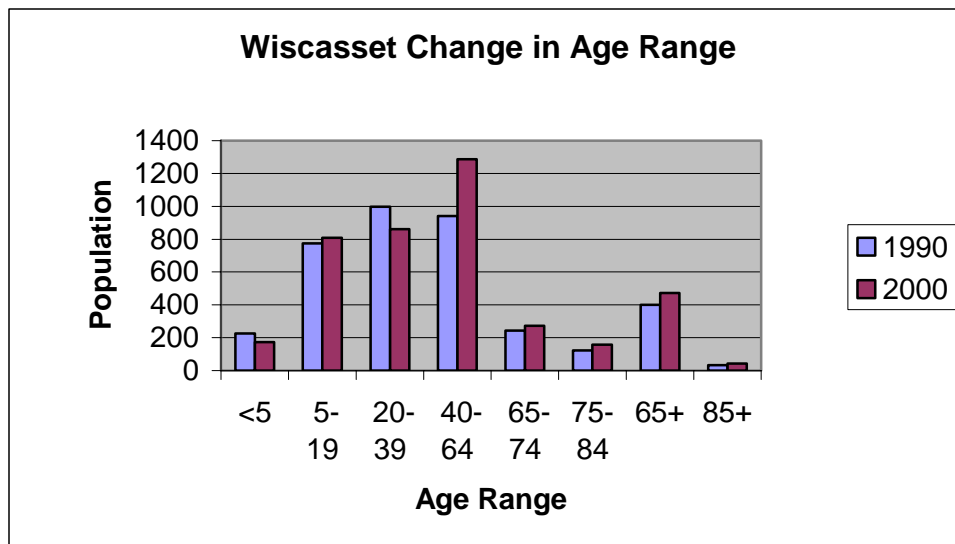


Table 4
Change in Distribution of Age

	<5	5-19	20-39	40-64	65-74	75-84	65+	85+
Wiscasset								
1990	226	774	997	942	243	123	400	34
2000	173	808	861	1,288	272	158	473	43
% Change	-23%	4%	-14%	37%	12%	28%	18%	26%
Lincoln County								
1990	2,012	2,180	8,192	8,803	2,804	1,660	5,024	560
2000	1,621	2,083	7,022	12,201	3,221	2,067	6,107	819
% Change	-10%	-4%	-14%	39%	15%	25%	22%	46%

Source: U.S. Census

What are the Implications of the Change of Age Groups? The 1990-2000 trends were accurately predicted and explained in the 1989 Comprehensive Plan:

These faster growth rates are the result of two factors: the aging of the population generally as the baby boom generation matures, and the in-migration of retirees who are attracted to the mid-coast region.

This age group consists of many individuals who have earned money elsewhere and are able to afford coastal property. They build large homes resulting in a net revenue gain because no children are added to the school system. They also push up the value of coastal property, increasing the valuation of those who are on fixed incomes.

One issue facing Wiscasset is the declining school enrollment which creates financial pressures for the school system. Regardless of enrollments, the school system still has to have a minimum number of teachers and has to maintain the school buildings. Declining enrollments is one reason there has been some talk of consolidating both on the regional level as well as in Wiscasset by annexing the Middle School to the High School.

Another issue is that the retirees, not having children in the school system, possibly never having had children in the Wiscasset school system, may not be strong supporters of public education. This is a problem state-wide. One means of generating support for the schools is to make facilities and programs available to adults.

A final concern is that as the seniors get older there will be more demand for affordable housing close to services and perhaps more of a demand for bus transportation.

Household Size and Characteristics

The percentage increase in household formation between 1990 and 2000 has been the same in both Wiscasset and Lincoln County (19%), but only 11% in the State as a whole (Table 5). The growth in the number of households exceeded population growth because average household size has been declining since 1980, as shown in Table 6.

Table 5 Change in Total Number of Households			
	Wiscasset	Lincoln County	Maine
1990	1,240	11,889	465,729
2000	1,476	14,170	518,372
% Change	19%	19%	11%

Source: US Census

Table 6 Change in Average Household Size			
	Wiscasset	Lincoln County	Maine
1980	2.89	2.70	2.75
1990	2.60	2.52	2.56
2000	2.43	2.35	2.39
% Change, 80-90	-10.0%	-6.7%	-6.9%
% Change, 90-00	-6.5%	-6.7%	-6.6%

Source: US Census

People Living Alone. Table 7 reveals a drop in household size. In the last decade the number of people living alone went up by 40%. That is a surprisingly high number. What is even more surprising is that the total number of females living alone, regardless of age, went up by 81.5%.

Among 65-year old females living alone, the number went up by 15% and males living alone actually went down by 24%. According to the State Planning Office “living alone” means there is neither an adult partner nor any children in the household. These singles might consist of people in their late 20’s who live alone before forming a family, or are older (but not yet 65) who may be divorced. Postponing marriage and child-raising and increasing divorce among empty nesters are phenomena that have increased in the last decade.

Table 7 Householders Living Alone in Wiscasset			
All Ages	1990	2000	% Change
Total Living Alone	286	401	40.2
Male Living Alone	167	185	10.8
Female Living Alone	119	216	81.5
65 and Over			
Total Living Alone	131	138	5.3
Male Living Alone	33	25	-24.2
Female Living Alone	98	113	15.3

Source: U.S. Census

Implications. The question for comprehensive planning is to consider the housing preference of this demographic group: where do they want to live and in what type of housing. Will they increase the demand for in-town rentals, or for purchase of condominiums closer to downtown?

It is likely that as the baby boomers reach 65 later in this decade, the population bubble of single females will show up in the “over 65” category. This may increase the demand for condos or congregate housing or apartment units. In both the above cases, this trend for singles could result in continued enrollment declines in the school system, which has begun. One positive impact might be the net gain for the property tax revenues because the retirees moving into Wiscasset are likely to be more prosperous and require minimal municipal services. Therefore their property taxes will result in net revenue to the Town. On the other hand, the support for the school system may become weaker.

Density

Wiscasset has a land area of 24.6 square miles plus 3.12 square miles of water. The density of single family homes per square mile is a determinant of the character of the community, its place on the urban/rural continuum. Table 8 includes a comparison of the impact of growth or degree of urbanization or suburbanization for Wiscasset, several nearby communities and Lincoln County.

Table 8 Density – Measure of Growth					
	Land Area in Square Miles**	Density 1990*	Density 2000	Density % Change '90-'00	Population % Change '90-'00
Wiscasset	24.6	49.4	65.5	33%	8%
Alna	20.9	12.4	15.1	22%	18%
Damariscotta	12.4	79.4	92.7	17%	13%
Dresden	30.1	18.3	24.6	34%	22%
Edgecomb	18.1	28.6	31.6	10%	10%
Newcastle	29.0	25.7	30.3	18%	14%
Westport	8.7	45.7	58.4	28%	12%
Woolwich	35.1	29.0	34.5	19%	9%
Lincoln County	455.6	35.4	45.8	29%	11%

Source: Robert Faunce, Lincoln County Planner, and State Planning Office

*Density is the number of dwelling units divided by the land area

**Land area does not include water

Among the neighboring towns, Alna is the least densely settled. Damariscotta is the most densely settled, Wiscasset ranks second and Westport is third. The last two columns in Table 8 provide a comparison between the change in density and population in the last decade. There doesn't seem to be a direct correlation between the change in density and the increase in population. The density in Wiscasset has increased by 33%, even though the population only grew by 8%. On the other hand, the increase in density in Dresden does seem to be due to the increase in population.

What does this mean? Perhaps the density increased in Wiscasset because all those singles prefer to live in the multiple units that have gone up in the last ten years. It seems the rural nature of Dresden is most diminished among these towns.

Educational Attainment

The Census provides information on educational attainment for persons 25 and over, as shown in Table 9. Highlights include the following:

- 12% of the residents of Wiscasset have less than a high school education. That percentage is the same as that for Lincoln County as a whole, and it's less than the percentages for Alna (13%), Dresden (16%), Westport (15%) and Woolwich (15%).
- The highest level of educational attainment for 40% of the Wiscasset population is High School; 20% have 2 or 4 year college degrees, which is the lowest among all comparison towns except Dresden (also 20%) and the County. Edgecomb has the highest percent of college grads (32%).
- Only 6% of Wiscasset residents have an advanced or graduate degree, the lowest among the jurisdictions shown in Table 9. Newcastle has the highest level of advanced degrees (17%).

<p>Table 9 Educational Attainment - 2000</p>					
	Less Than HS	HS Graduate No College	Some College No Degree	2/4 Year College Degree	Graduate Degree
Wiscasset	12%	41%	21%	20%	6%
Alna	13%	32%	16%	29%	9%
Damariscotta	8%	29%	22%	30%	11%
Dresden	16%	35%	21%	20%	8%
Edgecomb	6%	25%	23%	32%	15%
Newcastle	9%	30%	15%	28%	17%
Westport	15%	33%	17%	25%	10%
Woolwich	15%	35%	19%	22%	9%
Lincoln County	12%	35%	20%	24%	9%

Source: U.S. Census

Income and Poverty

There are two types of poverty guidelines. One is the Federal Poverty level, which is published in the Federal Register annually. The other is the Livable Wage standard, published by the Maine Center for

Economic Development. This standard is used by the Maine Development Foundation in its annual Growth Indicator report.

Table 10 below shows that the Median Household Income of Wiscasset residents is \$37,378 and the Per Capita income is \$18,233, both of which are slightly lower than State and County medians. Table 10 also shows that:

1. From a comparison perspective, the percent of households with incomes less than \$15,000 is slightly lower in Wiscasset than at the State or County level. However, the percent of household in Wiscasset with incomes between \$15,000 and \$25,000 is higher than the County and the State (19.4% in Wiscasset versus 15.3% in the County and 14.8% in the State).
2. From the perspective of likely needs for assistance or affordable housing, there are approximately 699 households in Wiscasset with incomes below the Median Household Income (MHI). If we assume there are 2.4 persons per household:
 - 77 households or 185 people have incomes between \$10,000 and \$15,000. These households are just about at the poverty or livable wage guidelines;
 - 286 households or 743 people are in households earning between \$15,000 and \$25,000. These households are getting by but not very comfortably.

Table 10 Household Income - 2000						
	Wiscasset		Lincoln County		Maine	
	#	%	#	%	#	%
Less than \$10,000	110	7.5	1,174	8.3	53,259	10.2
\$10,000 to \$14,999	77	5.2	960	6.8	39,231	7.6
\$15,000 to \$24,999	286	19.4	2,172	15.3	76,633	14.8
\$25,000 to \$34,999	226	15.3	2,104	14.8	73,614	14.2
\$35,000 to \$49,000	270	18.3	2,899	20.5	94,848	18.3
\$50,000 to \$74,999	257	17.4	2,602	18.4	100,423	19.4
\$75,000 to \$99,999	154	10.4	1,155	8.2	43,341	8.4
\$100,000 to \$149,999	89	6.0	759	5.4	24,348	4.7
\$150,000 to \$199,999	7	0.5	150	1.1	5,866	1.1
\$200,000 or more	0	0	195	1.4	6,809	1.3
Median HH Income	\$37,378		\$38,686		\$37,240	
Per Capita Income	\$18,233		\$20,760		\$18,533	

Source: 2000 Census

Another way of looking at these numbers is for the purpose of determining eligibility for Community Development Block Grant (CDBG) programs aimed at assisting low income people, or for any social service such as Medicare, family assistance or housing subsidies. More recent income data than the 2000 census is available for the counties. This can be used to estimate the number of people or percent of the community meeting the housing subsidy or assistance threshold. The guideline, used by banks and HUD, is that people can afford to pay 30% of their income for housing. In Lincoln County, 30% of medium income is \$10,950 for a household with 3 persons.

Low and very low income households are eligible for HUD services. The income of a three-person “very low income” household in Lincoln County is \$18,250; a “low income” is \$29,150. While the income categories in Table 10 don’t exactly correspond to HUD figures, it can be determined by extrapolation that Wiscasset has 221 very low income households and 151 low income households.

There are various means to calculate the eligibility of a community or neighborhood for a CDBG grant. The simplest way to describe it is that over 50% of residents have to be below the median household income. When applying for a CDBG grant, the income of the household in the area to be served has to be more accurately determined by an income survey, according to survey methodologies required by the Department of Economic and Community Development.

Poverty Status. As shown in Table 11, Wiscasset has a comparatively high number of households, children and the elderly living in poverty. In both Wiscasset and Dresden, 12.5% of the total population are living below the federal poverty level. This compares to 10.1% at the County level, 4.3% in Edgecomb, 6.1% in Woolwich, and 6.6% in Westport. Wiscasset has the second highest percentage of children living below the poverty level (16.2%) of any jurisdiction shown in the table, while Edgecomb has the lowest (2.0%). Of all the jurisdictions shown in the table, Wiscasset has the highest percentage of people 65 years and older living below the poverty level (14.9%).

Table 11 Persons for Whom Poverty Status is Determined, 2000						
	All Ages		Children Under 18		People 65 and Over	
	#	%	#	%	#	%
Wiscasset	450	12.5	140	16.2	70	14.9
Alna	43	6.3	9	5.7	9	10.1
Damariscotta	238	11.7	65	16.4	36	5.7
Dresden	203	12.5	76	19.5	19	10.3
Edgecomb	47	4.3	5	2.0	8	4.5
Newcastle	122	7.0	24	6.1	31	9.5
Westport	48	6.6	13	7.6	10	7.5
Woolwich	170	6.1	42	6.5	19	6.1
Lincoln County	3,375	10.1	930	12.8	564	9.5

Source: U.S. Census, 2000

Population Projections

In January of 2002, the Maine State Planning Office released population projections by age category for every community in the State. These projections are somewhat conservative in nature and are based on an econometric computer model that first projects the number of residents statewide from 2001 to 2015. Some of the assumptions/methods used in the model include, but are not limited to the following:

- The model assumes that population growth stimulates economic demand, while economic growth encourages in-migration and population growth;
- The model allocates statewide figures to municipalities based on the trends in each community;
- The model assumes that population growth or decline is unlikely to continue unchecked forever, so the annual rate of change declines as the projection time period increases.

The State's projections do not include the effect of Maine Yankee's closure, rising property taxes or the possibility that businesses will be drawn into Wiscasset due to its many economic development opportunities. The State Planning Office's projections for Wiscasset are shown in Table 12.

Based on the information in Table 12, Wiscasset can expect an overall growth rate of about 5.5% between 2005 and 2015. During that same period, Wiscasset can expect modest but continued declines in the "under 5" category (-3.8%), as well as in the "5-17" school age population (-2.3%) and young adult, "18-44" population (-2.6%). Population gains can be expected in the "45-64" age group (12.1%), the "65-79" category (27.2%) and in the "80+" category (15.8%).

Table 12 Historical Population (1990, 2000) and Population Projections						
	1990	2000	2005	2010	2015	% Change 2005-2015
All Ages	3,350	3,610	3,706	3,792	3,908	5.5%
<5	238	168	157	152	151	-3.8%
5-17	680	737	687	654	671	-2.3%
18-44	1,349	1,256	1,225	1,185	1,193	-2.6%
45-64	674	966	1,142	1,288	1,280	12.1%
65 -79	328	358	349	369	444	27.2%
80+	81	125	146	164	169	15.8%

Source: Maine State Planning Office

The Maine State Planning Office projections do not reflect recently-approved developments.

3. HOUSING

Introduction

This section of the Comprehensive Plan profiles the housing stock in Wiscasset and assesses the overall affordability of housing in the community. Most of the data used for this Plan is derived from the 1990 and 2000 census.

Changes in Total Housing Stock

Table 1 includes a summary of the changes in total housing stock since 1980 in Wiscasset, a number of nearby communities, Lincoln County and the State of Maine. According to census figures, Wiscasset's housing stock increased by 29% between 1980 and 1990. This increase was the highest of all jurisdictions shown in Table 1 except Woolwich (also 29%). Between 1990 and 2000, the number of housing units in Wiscasset increased by 16%. This 16% growth rate was smaller than that of all jurisdictions shown in the table except Edgecomb (10%) Woolwich (also 16%), and the State of Maine (11%). Wiscasset's slower pace may be due to a number of factors including affordability of housing and increases in the local tax rate.

Table 1 Changes in Total Housing Stock							
	<u>Total Number of Units</u>			<u>Increases, 1980-90</u>		<u>Increases, 1990-2000</u>	
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
Wiscasset	1,074	1,386	1,612	312	29%	226	16%
Alna	214	263	315	49	23%	52	20%
Damariscotta	848	986	1,151	116	14%	165	17%
Dresden	436	552	739	116	27%	187	34%
Edgecomb	431	518	572	87	20%	54	10%
Newcastle	617	745	880	128	21%	135	18%
Westport	330	399	510	69	21%	111	28%
Woolwich	781	1,011	1,210	230	29%	199	16%
Lincoln County	14,977	17,538	20,849	2,561	17%	3,311	19%
State of Maine	501,093	587,045	651,901	85,952	17%	64,856	11%

Source: U.S. Census, 1980, 1990, 2000

Selected Characteristics of Housing Units

Table 2 contains 2000 Census information on selected housing characteristics including total housing units, the number and percentage of year-round dwelling units, the number and percentage of seasonal dwellings, the percentage of owner occupied units, and the percentage of renter occupied units. In 2000, Wiscasset had a higher percentage of year-round dwelling units (97%) than any jurisdiction shown in Table 2, but the third lowest percentage of owner-occupied units (77%). The relatively high

percentage of rental units (23%) may indicate that Wiscasset is an important rental housing market for the region.

Table 2
Selected Characteristics of Housing Units – 2000

	Total Dwelling Units	Year Round Dwelling Units		Owner Occupied	Renter Occupied	Seasonal Dwelling Units	
		#	%	%	%	#	%
Wiscasset	1,612	1,557	97%	77%	23%	55	3%
Alna	315	278	88%	91%	9%	37	12%
Damariscotta	1,151	993	86%	72%	28%	158	14%
Dresden	739	670	91%	86%	15%	69	9%
Edgecomb	572	483	84%	87%	13%	89	16%
Newcastle	880	759	86%	83%	17%	121	14%
Westport	510	336	66%	89%	11%	174	34%
Woolwich	1,210	1,146	95%	86%	14%	64	5%
Lincoln County	20,849	14,989	72%	83%	17%	5,860	28%
State of Maine	651,901	550,431	84%	72%	28%	101,470	16%

Source: U.S. Census, 2000

Housing Types

The predominant housing type in Wiscasset is the single-family dwelling. Table 3 contains a breakdown of housing units by housing type, as reported in the 2000 Census. In 2000, 67% of the housing units in Wiscasset were detached single family dwellings, the same percentage as Maine, but a smaller percentage than any community shown in the table except Damariscotta (64%). Wiscasset had 325 mobile homes, which was 20% of the total housing stock. The percentage of mobile homes in Wiscasset is about double the percent in both Lincoln County and the State.

Table 3
Housing Unit by Type of Structure

	Single Family Detached		Single Family Attached	Mobile Home	Duplex	Multi - Family	Boat, RV, Van, Etc.	Total
	#	%						
Wiscasset	1,085	67%	13	325	64	125	-	1,612
Alna	283	89%	5	25	4	2	-	319
Damariscotta	735	64%	11	130	34	237	4	1,151
Dresden	548	74%	5	180	-	4	3	739
Edgecomb	506	89%	3	48	10	5	-	572
Newcastle	751	86%	10	60	10	24	2	876
Westport	440	86%	6	53	3	0	8	510
Woolwich	964	80%	25	199	18	4	-	1,210
Lincoln County	16,868	81%	240	2,251	475	974	41	20,849
State of Maine	439,459	67%	14,387	63,902	36,565	95,777	1,811	651,901

Source: U.S. Census, 2000

Growth by Type of Structure, 1990- 2000

As shown in Table 4, between 1990 and 2000, a majority of the housing growth in Wiscasset was in the form of detached, single-family dwellings (178 out of 226 units, or about 79% of all new units). The number of attached single-family dwellings increased by 5, and the number of mobile homes grew from 308 in 1990 to 325 in 2000. The number of duplexes/multi-family dwellings increased by 26 (in 1990, duplexes were statistically lumped with multi-family dwellings).

Table 4 Wiscasset Growth in Housing Types, 1990-2000				
	1990	2000	# Increase 1990-2000	% Increase 1990-2000
Single-Family, detached	907	1,085	178	20%
Single-Family, attached	8	13	5	63%
Mobile Home	308	325	17	6%
Multi-Family/duplex	163	189	26	16%
Total	1,386	1,612	226	16%

Source: U.S. Census

Housing Values and Costs

Based on 2000 Census data as shown in Table 5, the median value of an owner-occupied home in Wiscasset (\$125,200) was higher than the median value for Lincoln County (\$119,900) and Maine (\$98,700). The median monthly owner (total) cost with a mortgage (\$959) was higher than the County median (\$880) and State median (\$923). Median owner costs without a mortgage (\$293) were about the same as the median figures for the County (\$295) and State (\$299). The median gross rent in Wiscasset (\$552) was higher than the figures for Lincoln County (\$541) and Maine (\$497).

Table 5 2000 Housing Costs						
		<u>Median Monthly Owner Costs</u>			<u>Median Monthly Rental Costs</u>	
	Median Value Owner Occupied Unit	With Mortgage	Without Mortgage	30% or more of Income	Gross Rent	30% or more of Income
Wiscasset	\$125,200	\$959	\$293	22%	\$552	37%
Alna	\$110,900	\$914	\$366	29%	\$575	33%
Damariscotta	\$153,700	\$973	\$344	23%	\$493	45%
Dresden	\$97,900	\$855	\$279	19%	\$571	34%
Edgecomb	\$134,700	\$953	\$327	32%	\$570	25%
Newcastle	\$132,100	\$981	\$345	26%	\$527	27%
Westport	\$144,600	\$928	\$330	16%	\$757	23%
Woolwich	\$114,400	\$956	\$309	24%	\$622	32%

Lincoln County	\$119,900	\$880	\$295	22%	\$541	34%
State of Maine	\$98,700	\$923	\$299	20%	\$497	27%

Source: 2000 Census

The 2000 Census contains a summary of housing values, as reported by a sample of homeowners as shown in Table 6. These estimates of value are based on the perceptions of homeowners and may not reflect actual values or selling prices. Note that 21.8% of respondents in Wiscasset and 32.1% in Lincoln County reported a value between \$50,000 and \$99,000, a range generally considered affordable for very low, low and moderate income households in both Wiscasset and Lincoln County.

Table 6 Housing Values in 2000				
	Wiscasset		Lincoln County	
	#	%	#	%
Less than \$50,000	17	2.5%	204	2.8%
\$50,000-\$99,999	150	21.8%	2,358	32.1%
\$100,000-\$149,999	340	49.5%	2,310	31.5%
\$150,000-\$199,999	90	13.1%	1,000	13.6%
\$200,000-\$299,999	90	13.1%	879	12.0%
\$300,000 or more	0	0	587	8.0%
Total	687	100%	7,338	100

Source: 2000 Census

As of 2005, the Maine State Housing Authority reports that 67% of Wiscasset renters and 61% of Lincoln County renter households can't afford the average two-bedroom rent. Rental affordability remains a serious problem in all jurisdictions.

The median value of a home in Wiscasset reported in the Census (\$125,200), is very close to the median sales price of a home in Wiscasset reported by the Maine State Housing Authority in 2001 (\$127,500). In Lincoln County, the median value of a home reported in the 2000 Census was \$119,900, which is not too far off the County-wide median selling price of \$125,000.

The Maine State Housing Authority also reports that the median sales price of a home in Wiscasset has increased substantially from 2001, rising from \$127,500 in 2001 to \$143,000 in 2002, \$169,000 in 2003, \$195,000 in 2004 and \$209,000 in 2005.

Affordable Housing Needs Analysis

This section evaluates Wiscasset's current and future needs for affordable housing. The basic premise of this section is that the Town of Wiscasset must evaluate its efforts to provide its fair share of the region's affordable housing supply.

Definitions of Affordability. The starting point for this analysis is to define affordability and examine how affordable or unaffordable Wiscasset's housing stock currently is. Affordability will be defined by a combination of HUD's definitions of very low, low and moderate incomes and Maine State Housing Authority (MSHA) data for Wiscasset and Lincoln County.

HUD's affordability definitions are tied to regional median household income levels:

- Very Low Income is defined as below 50% of the regional median;
- Low Income is defined as 50%-80% of the regional median; and
- Moderate Income is defined as 80%-120% of the regional median.

As of 2005, Lincoln County's median household income level was \$43,559, so the HUD affordability definitions would be applied to that figure (see below):

The next step is to define the relationship between household income and housing affordability. MSHA calculates this information for each municipality in Maine each year by using a formula that includes all of the costs of housing – mortgage amount, interest rates, property taxes, utilities, etc. For 2005, the income to price ratio for Lincoln County was 32.67%, with a household earning the median income (\$43,559) able to afford a home priced at \$133,329.

Using the combination of HUD and MSHA data, the income and price levels for households in Wiscasset are assumed to be as follows (figures are rounded to the nearest thousand):

- Very Low: Income below \$22,000, home price below \$64,000
- Low Income: Income from \$22,000 to \$35,000, home prices from \$64,000 to \$106,000
- Moderate: Income from \$35,000 to \$52,000; home prices from \$106,000 to \$160,000

Housing Affordability and Availability. MSHA data shows that, on the whole, Lincoln County has one of the least affordable housing markets in the State in terms of relationships between income and housing prices. At the end of 2005, MSHA's affordability index for the County was 0.64, meaning that a household earning the County's median household income (\$43,559) could only afford 64% of the purchase price of a home selling for the County's median home sales price (\$209,000). The County's housing market is getting much less affordable; its affordability index was 0.93 as recently as 2001.

According to MSHA, at the end of 2005, the median household income in Wiscasset was \$40,483, and a household earning this much could afford a home costing \$120,547. The median home sale price for this period was \$207,000, resulting in an affordability gap of \$86,000. The affordability gap in Lincoln County was somewhat less. Countywide, the median income household (\$43,559) could afford a home costing \$133,329, but the median selling price was \$209,000, resulting in an affordability gap of \$76,000.

Another measure of affordability tracked by MSHA is the percentage of homes sold above the median affordable level in each town and county. In 2005, 81% of the homes in Lincoln County were sold above the median affordable level of \$133,329. The share of homes in Wiscasset sold above the median affordable level of \$120,547 was 91%.

Current Affordable Housing Need – Gap Analysis. The current affordable housing gap is measured by comparing Wiscasset's current income profile with that of Lincoln County. The central assumption in this analysis is that each community in the County should have an equal share of low to moderate income residents and thus bear its fair share of the region's affordable housing supply. The following table compares 2000 Census data on very low, low, and moderate-income households for Wiscasset and Lincoln County to illustrate where the gaps exist.

Table 7
Very Low, Low and Moderate Income Households, 2000

	Wiscasset		Lincoln County	
Household Incomes	Number	Percent	Number	Percent
Very Low (<\$22k)	387	26.2	3,654	25.8
Low (\$22K-\$35K)	312	21.1	2,756	19.4
Moderate (\$35K - \$52K)	282	19.1	3,107	21.9
Market (>52K)	495	33.5	4,653	32.8
Total	1,476	99.9	14,170	99.9

The gap analysis to determine Wiscasset's present affordable housing surplus or shortage is based on a calculation of how many more very low, low and moderate income households would need to be housed in Town in order for its income profile to match that of Lincoln County. The calculations are contained in the following table.

Table 8
Affordable House Gap Analysis

Household Incomes (Affordable Housing Pricews)	Current Affordable Units	Units Needed to Match County Ratios	Affordable Housing Gap (Units)
Very Low (<\$22k)	387	381	-6
Low (\$22K-\$35K)	312	286	-26
Moderate (\$35K - \$52K)	282	323	41
Total	981	990	9

Based on the gap analysis, there is an affordable housing gap of 9 units indicating the town is providing more than its fair share of housing for both very low and low income households, but doesn't meet the need for moderate income households.

Future Affordable Housing Needs. Maine's comprehensive planning laws mandate that each municipality seek to achieve a level of at least 10% of new residential development that meets the definition of affordable housing. Between 2005 and 2015, Wiscasset's population is expected to grow by 202 people according to the Maine State Planning Office whose projections may not reflect recently-approved developments. Using the average household size reported in the 2000 Census (2.43 persons per household), this will result in 83 new housing units, of which 8 would need to be affordable housing units in order to meet the 10% goal.

If the average household size continues to decline at historical rates, a more realistic household size may be about 2.25 persons per household, in which case a population growth of 202 people would result in 90 new housing units, of which 9 units would need to be affordable housing units.

Adding together the current gap of affordable housing units to the expected future need, Wiscasset would need to add between 17 and 18 affordable housing units by the year 2015. This translates into an

average of a little less than two affordable housing units per year over the 10 year period. Affordable housing may include many different types of housing including single family dwellings, accessory dwellings, assisted living apartments and mobile homes.

4. ECONOMY

Recent Economic Highlights

“Wiscasset is in a transition period from primary dependence on a single taxpayer, to an era of expanding and diversifying the tax base.”¹

- **Maine Yankee.** The Maine Yankee nuclear power plant, the state’s only nuclear plant, closed in 1997. This was a destabilizing event in the economic history of the town. The plant was, of course, the largest property taxpayer in Wiscasset and Lincoln County. Wiscasset lost 35% of its property valuation as a result of the closure.
- **Mason Station.** The Mason Station electric power generation facility, the second largest taxpayer, was also decommissioned.
- **Business Plan.** The firm Stafford Business Advisors was hired in August 2000 to prepare an economic development strategy. The Business Plan was published in December of 2000.
- **Wiscasset Regional Development Corporation.** After² over a year of negotiations among the four partners, Town of Wiscasset, Lincoln County, the Chewonki Foundation and Coastal Enterprises Inc., the Wiscasset Regional Development Corporation (WRDC) was established in September of 2002. The WRDC was successful in securing a \$1 million federal grant to hire staff to pursue development efforts to replace Maine Yankee.
- **Waterfront Master Plan.** The Waterfront Master Advisory Committee completed its plan in October of 2002. The selectmen unanimously adopted its recommendations.
- **Town Office of Economic and Community Development.** The Office of Economic and Community Development, a new department of the Town government, was authorized and established in March of 2003.
- **Maine Yankee Backland Properties.** The Town of Wiscasset received authorization by voters on December 9, of 2003, to spend approximately \$2.6 million through bonding to acquire the Maine Yankee backland properties for redevelopment and pay for phase I improvements. The town was successful in immediately attracting private investment both in the form of a new developer-owner and the project’s first tenant.³

¹ Andrew Gilmore, then Director of Economic Development, Annual Report, Town of Wiscasset, Year Ending December 31, 2003

² Annual Report Town of Wiscasset, Year ending December 31 2002

³ Annual Report, Town of Wiscasset, Year ending December 31, 2003

Previous Studies

Comprehensive Plan of 1989. The State Planning Office, in its review, praised the Economic Development section of the Plan, especially the link to regional issues and land use planning. Interestingly enough, and still very relevant, the State Planning Office liked the policy to study the problem of broadening the tax base (obviously front and center today).

Wiscasset Riverfront Vision, 1991. In the early 1990's, Wiscasset commissioned a Riverfront Study with the assistance of Holly Dominie, who also worked on the 1989 Comprehensive Plan. There was wide community input into the construction of the final document, as noted in the forward to the study. This process is an example of successful planning. The plan was followed up in the 90's with a series of town meetings. Many of the report's recommendations have been implemented

Business Plan for Economic Development, 2000. This plan, prepared by Stafford Business Advisors, was intended to be "the initial step in a long-term effort to rebuild and stabilize the property tax base that was seriously affected by the premature closure of the Maine Yankee nuclear power facility." Over the course of five months, the firm conducted an intense public education and involvement effort. Their staff interviewed about 75 people or organizations, held six community meetings on different aspects of development, and administered a survey to which 157 people responded. The results were a set of goal statements and proposed strategies. The overall goals of the plan were to:

- Have the Town of Wiscasset actively control its economic destiny and in particular to control the redevelopment of the Maine Yankee site and possibly other major properties in the town.
- Give Wiscasset the means to affect this control, through creation of a public-private partnership with regional businesses, non-profit and government agencies. Use this partnership to attract outside investments as an alternative to the use of town reserve funds.
- Seek capital-intensive investments that stabilize and rebuild the property tax base of Wiscasset within 8 to 10 years.
- Ensure that future economic development is diversified, both in terms of type and location for the economic health of the entire town, rather than focusing on a single development or a single site.

The Waterfront Master Plan, 2002. Stafford Business Advisors prepared the plan under the direction of the Waterfront Master Plan Advisory Committee. It included a summary of current conditions and offers strategies for economic development of the waterfront. It recommended preserving the working waterfront:

- "Commercial fishing, including worm digging, is important to Wiscasset, giving employment to residents and contributing to the Town's character..."
- "In the village waterfront, new development should be small in scale, in keeping with existing conditions. . . . Larger-scale development including heavy commercial and light industrial uses would be appropriate at Mason Station.
- "Mixed uses are appropriate between Main Street, the Creamery [Pier] and Town Landing. . . . The ideal mixed-use plan would contain businesses that meet the year-round needs of residents and that relate in some way to the working waterfront. Food stores, laundries and hardware stores would be examples of types of businesses that could serve both markets."

The Plan endorsed the idea of a ferry terminal and rail station on the waterfront north of the bridge. Some of the specific recommendations of the Realization of the Riverfront Vision and Waterfront Master Plan have been implemented:

- Purchase of Creamery Property, construction of pier on that site (1989-1995).
- Purchase of old Sherman Lot for municipal parking (1991).
- Expansion of wastewater facility to meet new EPA and DEP regulations (1991-1993).
- Addition of floats at town waterfront landing (1992-1995).
- Opening of space for more moorings (ongoing).
- Implementation of Shellfish Ordinance (1993).
- Creation of public launching facility off Old Ferry Road (1994-1995).
- Creation of Waterfront Committee (1999).
- Implementation of waterfront fees (2003).
- Identification of potential train station sites for forthcoming passenger rail service (2002).
- Installation of pump-out facility at waterfront (2003).

Midcoast Maine: Comprehensive Economic Development Strategy (CEDS), 2002. This study was prepared as part of an application to the Federal Economic Development Agency to designate Lincoln and Sagadahoc Counties an Economic Development District.

The CEDS was sponsored by the Midcoast Council for Business Development and Planning (MCBDP) and the Lincoln County Economic Development office. It includes a list of prioritized projects for which funds will be sought including support from the Economic Development Agency.

Major projects recommended by the CEDS include:

1. **Conference and Convention Center.** Develop a Midcoast, medium-sized conference and convention center.
2. **Prototype Shipbuilding Facility.** Create a facility in the Midcoast region to facilitate research and development capabilities.
3. **Regional Bikeway and Walkway Plan.** Develop a regional bikeway and walkway plan.
4. **Midcoast Center for Higher Education.** Provide start-up funding for the center at which to develop and emphasize integrated and coordinated post-secondary programs that are accessible and attractive to the work force.
5. **Early Care and Education Centers.** Develop early care and education centers.
6. **Main Street Maine Program Expansion.** Maximize Main Street Maine funding.
7. **High Speed Internet Access.** Increase broadband high-speed internet access.
8. **Maine Yankee Redevelopment.** Support public infrastructure improvements including new roads and sewer and water expansions.
9. **Other Property.** Develop other commercial property, including an aviation industrial park.

Employment /Unemployment

As shown in Table 1, Wiscasset had a lower unemployment rate in 2000 (3.7%) than either Lincoln County (4.3%) or the State of Maine (4.8%). The town's unemployment rate was also lower than that of Damariscotta (3.9%), Dresden (4.2%) and Westport (7.2%).

Table 1
Civilian Labor Force 2000

	Population 16 and Over	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
Wiscasset	2,829	2,081	2,005	76	3.7%
Alna	536	341	330	11	2.1%
Damariscotta	1,673	877	843	34	3.9%
Dresden	1,268	884	847	37	4.2%
Edgecomb	860	567	546	21	3.7%
Newcastle	1,399	911	891	20	2.2%
Westport	584	359	333	26	7.2%
Woolwich	2,218	1,498	1,472	24	1.6%
Lincoln Co.	26,954	16,918	16,197	721	4.3%
Maine	1,010,318	655,176	624,011	31,165	4.8%

Source: U.S. Census, 2000

Maine Yankee's closure does not seem to be reflected in an increase in unemployment, as shown in Table 2. The statistics contained in Table 2 were obtained from the Maine Department of Labor of Labor (MDOL). The MDOL calculates unemployment rates differently than the Census, which results in slightly different unemployment rates for the year 2000.

Table 2
Wiscasset Unemployment Rate 1997-2004

1997	1998	1999	2000	2001	2002	2003	April '04
5.9%	4.8%	4.0%	3.4%	4.1%	5%	5.4%	3.8%

Employment by Industry

Table 3 contains a breakdown of the labor force by industry for Wiscasset, Lincoln County and the State of Maine as reflected in the 2000 Census. The breakdown for Wiscasset is very similar to that for Lincoln County and the State, with a few minor exceptions.

Wiscasset had a smaller percentage of its residents employed in manufacturing (11.6%) than the County (12.7%) and State (14.2%), as well as a lower percentage employed in education, health and social services (19.3%, versus 22.3% in the County and 23.2% in the State).

Table 3
Labor Force Employment by Industry

	Wiscasset		Lincoln County		Maine	
	#	%	#	%	#	%
Agriculture, forestry, fishing, hunting, mining	78	3.9%	1,044	6.4%	16,087	2.6%
Construction	190	9.5%	1,450	9.0%	42,906	6.9%
Manufacturing	233	11.6%	2,058	12.7%	88,885	14.2%
Wholesale trade	40	2.0%	426	2.6%	21,470	3.4%
Retail trade	279	13.9%	2,009	12.4%	84,412	13.5%
Transportation, warehousing, utilities	93	4.6%	525	3.2%	26,857	4.3%
Information	28	1.4%	340	2.1%	15,294	2.5%
Finance, insurance, real estate, rental and leasing	96	4.8%	756	4.7%	38,449	6.2%
Professional, scientific, management, administrative	158	7.9%	1,124	6.9%	43,074	6.9%
Education, health, social services	387	19.3%	3,613	22.3%	144,918	23.2%
Arts, entertainment, recreation, accommodation and food services	159	7.9%	1,088	6.7%	44,606	7.1%
Other services except public administration	139	6.9%	866	5.3%	29,182	4.7%
Public administration	125	6.2%	898	5.5%	27,871	4.5%
Total	2,005	100%	16,197	100%	624,011	100%

Source: U.S. Census, 2000

Employment by Occupation

Table 4 contains an occupational breakdown for Wiscasset, Lincoln County and the State of Maine as reflected in the 2000 Census. The occupational breakdown for Wiscasset differs somewhat from that of the County and State. Approximately 29.4% of Wiscasset residents were employed in “Management, professional and related occupations” compared to County and State figures (31.7% and 31.5%, respectively). The percentage of Wiscasset residents employed in “Sales and office occupations” (21.9%) was just about the same as the County figure (21.7%), but was less than the State figure (25.9%). Wiscasset had a greater percentage of its residents employed in “Construction, extraction and maintenance” (15.9%) than Lincoln County (12.8%) and Maine 10.3%).

Table 4
Labor Force by Occupation – 2000

	Wiscasset		Lincoln County		Maine	
	#	%	#	%	#	%
Management, professional and related	589	29.4%	5,142	31.7%	196,862	31.5%
Service	328	16.4%	2,501	15.4%	95,601	15.3%
Sales and office	440	21.9%	3,522	21.7%	161,480	25.9%
Farming, fishing and forestry	59	2.9%	830	5.1%	10,338	1.7%
Construction, extraction, maintenance	319	15.9%	2,066	12.8%	64,064	10.3%
Production, transportation, material moving	270	13.5%	2,136	13.2%	95,666	15.3%
Total	2,005	100%	16,197	100%	624,011	100%

Source: U.S. Census, 2000

Commuting to Work

As shown in Table 5, a greater percentage of Wiscasset residents (78.4%) drove alone to work by car, truck or van compared to others in the County (76.5%). The Town's percentage is about the same as Maine's (78.6%). Mean travel time to work for Wiscasset residents (21.6 minutes) was lower than for Lincoln County (23.4 minutes) and the State of Maine (22.7 minutes). Approximately 4.2% of the workforce in Wiscasset worked at home in 2000. Comparable figures for the County and State were 6.2% and 4.4%, respectively.

Table 5
Commuting to Work

	Wiscasset		Lincoln County		Maine	
	#	%	#	%	#	%
Workers 16 and over	1,974	100%	15,869	100%	615,144	100%
Car, truck or van – drove alone	1,547	78.4%	12,141	76.5%	483,317	78.6%
Car, truck or van - carpooled	226	11.4%	1,945	12.3%	69,208	11.3%
Public Transportation	-	-	39	0.2%	5,217	0.8%
Walked	94	4.8%	603	3.8%	24,700	4.0%
Other Means	24	1.2%	162	1.0%	5,740	0.9%
Worked at Home	83	4.2%	979	6.2%	26,962	4.4%
Mean Travel Time to Work in minutes	21.6	-	23.4	-	22.7	-

Source: U.S. Census, 2000

Place of Work, Wiscasset Residents

According to the 2000 Census, of the 1,974 residents of Wiscasset who reported their job locations, 603, or about 30.5%, were employed in Wiscasset. The remaining 69.9% worked outside the community. The principal job locations outside Wiscasset were Bath (296 persons, or 15.0%), Brunswick (165 persons, or 8.4%), and Damariscotta (127 persons, or 6.4%).

Table 6 Place of Work – Wiscasset Residents					
Place	#	%	Place	#	%
Wiscasset	603	30.5%	Portland	47	2.4%
Bath	296	15.0%	Topsham	46	2.3%
Brunswick	165	8.4%	Westport	43	2.2%
Damariscotta	127	6.4%	Boothbay	43	2.2%
Boothbay Hrbr	63	3.2%	Newcastle	40	2.0%
Augusta	56	2.8%	Other	390	19.8%
Edgecomb	55	2.8%	Total	1,974	100%

Source: U.S. Census, 2000

Residence of People Who Work in Wiscasset

The Census also provides information on where people live who work in Wiscasset. In 2000, 1,890 people reported working in Wiscasset. Of this total, 603 workers, or 31.9%, reported living in Wiscasset.

Table 7 Residence of People Who Work in Wiscasset					
Place	#	%	Place	#	%
Wiscasset	603	31.9%	Richmond	56	3.0%
Brunswick	82	4.3%	Alna	54	2.9%
Woolwich	66	3.5%	Westport	49	2.6%
Edgecomb	62	3.3%	Bristol	49	2.6%
Newcastle	58	3.1%	Freeport	46	2.4%
Boothbay	57	3.0%	Other	652	34.5%
Dresden	56	3.0%	Total	1,890	100%

Source: U.S. Census, 2000

Taxable Consumer Retail Sales

Taxable consumer sales can be used as a measure of economic activity within a region and within a community. As shown in Table 8, the growth of consumer retail sales for the period 2000 to 2004 in Lincoln County (5.6%) lagged overall state growth (16.7%). Within the immediate region, there were a number of dramatic changes during that same period. In Wiscasset, consumer retail sales declined by 12.9%. Other towns experiencing declines were Edgecomb (-19.1%) and Newcastle (-15.9%).

The only communities showing strong growth were Nobleboro (89.3%) and Damariscotta (43.7%). In the year 2000, consumer retail sales in Wiscasset exceeded those of all communities shown in the table, including Damariscotta. However, in 2004, consumer retail sales in Damariscotta exceeded sales in Wiscasset.

Table 8 Consumer Retail Sales (in thousands of dollars)						
Area	2000	2001	2002	2003	2004	% Change 2000-2004
Wiscasset	83,344.6	82,983.8	84,291.7	75,138.4	72,629.5	-12.9%
Dresden	1,837.8	1,754.8	2,037.6	1,974.0	1,853.9	0.9%
Damariscotta	52,013.1	53,209.8	68,509.1	68,489.7	74,738.7	43.7%
Edgecomb	5,107.5	5,005.6	5,467.9	4,577.2	4,132.6	-19.1%
Newcastle	23,390.0	22,343.6	22,113.3	18,893.5	19,674.8	-15.9%
Woolwich	16,537.0	22,177.1	23,512.5	24,229.5	23,841.4	44.2
Lincoln County	304,857.8	307,189.8	328,972.6	311,555.5	322,067.5	5.6%
Maine	12,165,700	12,413,335	12,977,160	13,589,216	14,200,882	16.7%

Source: Maine Revenue Services

Economic Development Assets and Opportunities

Railroad.⁴ The Maine Department of Transportation owns the rail line connecting Brunswick and Rockland. The Rail line runs along the coast, crossing the Sheepscot from about the Middle School to just south of Clark's point. State officials plan to run passenger trains on this route, linking with the Amtrak service in Brunswick to the west and with buses or ferries where the tracks pass through coastal towns to the east.

The Sheepscot River. The Sheepscot River is a major asset, adding to the beauty and the economic potential of the town. It is an important waterway connecting Wiscasset with the open sea. Wide and deep where it joins Sheepscot Bay, it runs straight north, narrowing gradually but maintaining deep navigable water throughout. In the south, the river is 175 feet deep. Approaching Wiscasset, the depth is in the 60 foot range, more than ample for ocean commerce. Near the village, the river shoals up, with 13 feet of depth near Main Street Pier.

⁴ Information on Railroad, River, Waterfront is copied directly from Recommendations for Economic Development on Wiscasset's Waterfront, The Waterfront Master Plan Advisory Committee, Judy Foss, Chair, October 2002

The Waterfront. The waterfront, the historical village district and the downtown are closely associated. Much of the commercial downtown and the waterfront overlap. The working waterfront extends from Joppa Cove on the north to White's Island on the south. The Mason Station is also considered part of the working waterfront...

The working waterfront consists of about eight acres of land. It is about one-half mile long, divided into two roughly equal parts by Route One. The distance between the river's edge and Water Street varies, averaging perhaps 150 feet in width. Railroad tracks run the length of the district near the shore. Just south of the Davey Bridge, the town has built a large platform on pilings, known for historical reasons as the Creamery Pier, also known as the Main Street Pier.

Town Landing. The Town Landing, also called Wiscasset Waterfront Park, is a well-developed and intensively-used marine center on the river's edge at the south end of Water Street. Both lobster harvesters and recreational boaters use this site. There are 50 paved parking spaces, six stalls for storing boat trailers, two public rest rooms, two boat launching ramps and three substantial piers with floats.

The northernmost of these piers is called Pedestrian Pier, with picnic tables and a low rise "bandstand." The attached floats provide public access and overnight berthing for visiting boats on a fee basis. The middle pier, called Main Pier or Memorial Pier, has public floats on one face and floats dedicated for use by lobstermen on the other. The pier is strong enough for use by heavy trucks.

The third and final pier, called Old Town Landing, is a finger pier with a boat launch ramp on each side. A gangway leads to a small square float used for public access and to support the boat-launching activity.

Main Street Pier. The town-owned Main Street Pier, also called Creamery Pier, is immediately south of the point where Route 1 crosses the Sheepscot River in Wiscasset. Approximately 150 by 100 feet, it is a wooden platform that rests on pilings over the river. Simple benches are built into its railings. Because of its ideal location on the river next to the business district, it has strong potential for both commercial and public access uses.

The Rockland Branch railroad tracks pass along its west side. Adjacent to the north side is a paved parking lot owned by the Maine Department of Transportation and available for public use. The Main Street Pier is separated from Town Landing by 600 feet of private shoreline containing a rough footpath along the remains of the narrow gauge railroad spur.

Scenic Resources: The historic architecture of the village along with the town's conserved open spaces and its rural character are assets that have attracted investment in the town.

Non-profit Organizations and Institutions: Wiscasset has a cluster of non-profit organizations that have regional and even national standing and bring interest, talent and employment to the town. These include the Chewonki Foundation, The Wiscasset Public Library, Coastal Enterprises, Inc., Save our Sheepscot, the Sheepscot Valley Children's House and the Maine Art Gallery. Two houses in the village are owned by Historic New England. There are also at least five churches in the town.

A Diversified Business Base: Wiscasset has a diverse mix of small and moderate-scale businesses, some geared toward local users, others toward tourists, many toward both groups, and some toward consumers of specialized services. This mix assures that there is no economic monopoly in the town and that local people still have the chance to succeed in business.

In the village, businesses include antiques stores, art galleries, gift stores, restaurants, banks, a specialty foods store, professional offices including medical, legal, insurance, real estate and accounting, a flower shop, a clothing store, a day care center, a preschool, an internet provider, a newspaper office, a travel agency, a butcher shop, a seamstress/tailor, a barber and a beauty salon, a car mechanic, a chainsaw store, an auto parts store, and two gas stations with convenience stores. Along Route 27 there are small businesses close to town and several moderate-sized and small businesses north of Huntoon Hill Road. Along Route 1 there is a typical mix of commercial uses. The southern part of the town provides to businesses four modes of available transportation: highway, air, rail, and water. There continues to be significant marine-related industry in the town. Bloodworms are a particularly successful Sheepscot River “crop.” The town also has an organic farm.

Public Water and Sewer. See public facilities section of this Plan.

Wiscasset Municipal Airport.⁵ The Wiscasset Municipal Airport has been serving Lincoln and Sagadahoc Counties since 1960. Sixty-five percent of general aviation flights are conducted for business and public services that need transportation more flexible than airlines can offer. The airport serves a wide variety of users including Life Flight and Angel Flight medical evacuations, businesses and vacationers for access to Midcoast Maine, law enforcement agencies, power line and pipeline patrols, the National Guard and federal government.

The airport contributes to the Town’s general fund through hangar property taxes which amounted to \$13,404 in 2003. An Airport Master Plan Update was completed by Dufresne-Henry, Inc., in February 2001. Pursuant to that plan, design and engineering work was started in 2003 to extend the parallel taxiway to the end of Runway 7. Construction on this 2,100 foot extension is slated for 2005-06. Twenty-four T-style hangars were completed on the east end of the runway and a proposal was accepted to develop additional hangars on the west end. There were approximately 8,700 total airport operations in 2003, up from 7,670 in 2002.

Telecommunications. Cable infrastructure provides service throughout town with only remote areas currently not being served. The new build-out is almost complete, bringing the capacity up to a 760 MHz system with 2-way broadband and enhanced digital services available in the summer of 2004. The Town has DSL high-speed available with a three-mile cable distance service area from the Central Office (C.O.) located downtown across from Le Garage.

Satellite technology has been available in Wiscasset for several years in addition to traditional dial-up service. Several entities in town have T-1 or T-3 broad band capacities for voice, data and digital signals including CEI, the Mason Station and Maine Yankee properties. The existence of this extensive IT (Internet Technology) infrastructure will enable developers of those properties to offer this service to prospective investors.

⁵ Information gathered from 2003 Annual report submitted by the Wiscasset Airport Committee

3-Phase Power. The availability of 3-phase power is somewhat limited in all of Lincoln County. However, it is available in Wiscasset and this infrastructure has been expanded as part of the Phase I build-out of Ferry Crossing (Maine Yankee). It is available to the technology park. Because of the impressive electric infrastructure in Wiscasset, the town has an edge in offering that amenity to commercial enterprises

State Programs

TIF- Tax Increment Financing (TIF).⁶ TIF is a tool that permits a municipality to participate in project financing by using some or all of the new property taxes from a capital investment within a designated district. The municipality has the option of using the “captured” taxes to:

- retire bonds it has issued for the project;
- make payments directly to the developer to help pay project costs;
- fund other eligible economic development activities in town; and
- reimburse or pay capital financing, real property assembly, professional services, and other costs normally born by the developer.

TIF districts may be designated for a period up to 30 years. Bonds may be issued under this program for up to 20 years. The revenues can also be used by the town outside the designated district including:

- Certain infrastructure improvements associated with the project, such as:
 - sewage treatment plants, water treatment plants or other environmental protection devices;
 - storm or sanitary sewer lines and water lines;
 - electrical lines;
 - improvements to fire stations; and
 - amenities on streets.
- Costs for economic development, environmental improvements or employment training within the municipality:
 - Environmental improvement projects developed by the municipality for commercial use or related to commercial activities;
 - Permanent economic development revolving loan funds or investment funds to support commercial and industrial activities;
 - Employment training to provide skills development for residents of the municipality. These costs may not exceed 20% of the total project costs and must be designated as training funds in the development program; and
 - Quality child care costs, including finance costs and construction, staffing, training, certification and accreditation costs related to child care.

Revenues cannot be used for facilities, buildings or portions of buildings used predominantly for the general conduct of government, or for public recreational purposes. Examples include city halls and other headquarters of government where the governing body meets regularly, courthouses, jails, police stations and other state and local government office buildings, recreation centers, athletic fields and swimming pools.

⁶ The information on TIF's is copied from "Municipal Tax Increment Financing" by the Maine Department of Economic and Community Development, Publication current as of October 1, 2003

The designation of a TIF district requires a public hearing and the majority vote of the municipal legislative body and must be approved by the Commissioner of the Department of Economic and Community Development.

Employment Tax Increment Financing (ETIF). This program returns 30, 50, or 75 percent of income tax withholding to companies who add at least 5 new workers (not necessarily local). To qualify, employees must be paid a wage equal to or above the per capita wage in their county, and be provided group health insurance and access to a qualified retirement program.

Pine Tree Development Zones. Wiscasset has already been designated by the Governor as a Pine Tree Development Zone. It is a program passed by the Legislature in 2003. It uses a combination of tax incentives to spur economic development in targeted areas of the state where unemployment is high and wages are low.

Benefits include:

- Return of 80% of the income tax paid by the company;
- A 100% refund of corporate income tax and insurance premium tax for years 1-5 and 50% for years 6-10.
- A local option TIF that will not be counted against the town's existing TIF area and value caps;
- Effective July 1, 2005, a 100% sales and use tax exemption to zone-related construction material and equipment purchases.

Eligible businesses must be engaged in manufacturing in one of Maine's seven targeted technology sectors: biotechnology, aquaculture and marine technology, composite materials technology, environmental technology, advanced technologies for forestry, agriculture, information and precision manufacturing technology.

Gateway 1. Currently Wiscasset is participating in the Maine Department of Transportation's long-term initiative to integrate transportation and land use planning in towns along the Route 1 corridor from Freeport to Stockton Springs. Wiscasset joined many of these towns in signing a "Memorandum of Understanding" of the Gateway 1 goals in 2004. While this state initiative provides no direct funding to the town, the plan that emerges from Gateway 1 will have municipal planning and economic impacts

Opportunities⁷

The CEDS (Comprehensive Economic Development Strategy) for the Midcoast (Lincoln and Sagadahoc Counties) identifies a number of development opportunities that seem particularly relevant to Wiscasset:

⁷ The Source of the following list of opportunities is the 2002 Midcoast Comprehensive Economic Development Strategy, application to EDA (henceforth referred to as CEDS

1. **Retirees.** While the loss of young people in the population is a problem, retirees and retirement income are a fundamental and growing base industry.

Retirees bring with them skills and leadership. The property tax they pay is a net revenue gain, because they don't have children to educate. Many of these people bring with them a desire for cultural and commercial activities neither currently available nor fully developed. One of the reasons that some retail and service sectors have located in this region is the spending of property and transfer income that would not be here without the presence of retirees.

Careful planning of village developments that conserve pedestrian-friendly space and promote community activities can help support not only traditional retail establishments, such as restaurants and shops, but also cultural centers, such as museums, theaters and galleries.

2. **Available Land.** The CEDS report indicates that there are about 800 acres of vacant land roughly one mile south of the village including 350 acres at Ferry Road North, 70 acres at Ferry Road South and 120 acres at Bailey Point. Redevelopment will require significant infrastructure improvements including roads, sewer and water.
3. **The Marine Environment.** The superb marine environment in Lincoln and Sagadahoc Counties and the presence of a first-rate research institution, Bigelow Laboratories in Boothbay Harbor, provides positional advantage to the area. The historical performance and important specialty at Bigelow is currently an underutilized resource for bioinformatics and genome research, and will be especially important to marine ecosystems studies.

Constraints

Constraints to development in the midcoast region include a diminishing 20-45 year-old population, lack of affordable housing, a shortage of affordable and available day care for workers in the family formation years, and not enough workers trained in high technology industries.

There is, of course, the bypass issue. If nothing else, the summer traffic jam is an impediment to economic development in the village and the waterfront.

1. **Demographics.** The changing demographic structure of the population has its pros and cons. As shown in the population section of this Plan, there was a 14% decrease in the number of 20-39-year-olds and an increase in the 40 - 85+ age group in the last ten years. The percentage of people between the ages of 40 and 65 increased by 37%. The median age of Wiscasset's population increased from 34.7 years to 39.2 years.

The constraint side of the decreasing numbers of working-age people is that businesses, particularly in highly skilled technological industries, may have to bring in employees.

2. **Affordable Housing.** The CEDS report states that "South of Portland, the disparity between average incomes and average home prices has become a significant impediment to economic development. . . .in the Midcoast region, the desirability of coastal land and the growing population of retirees have already raised the housing/income ratio. When combined with the slowing rate of natural increase of the population, this fact presents a major problem for businesses seeking new employees."⁸ The status of affordable housing is discussed in greater depth in the housing section of this Plan.

3. **Educational Attainment.** "The evolving needs of employers are often not met by the skills of the workforce.... Employers find it difficult to hire qualified workers. Although high school graduation rates are among the highest in the US, post-secondary rates are among the lowest. There is also an absence of effective career preparation programs in most of the high schools."⁹ This constraint is being partially addressed by the opening of a community college in the former Bath Hospital. The program is offering two-year and four-year technical or academic degree programs to about 500 students.

4. **Child Care.** "There are few affordable child-care options in the region. Only 24 day care providers currently have vacancies for a total of 95 children in the entire region. The biggest obstacle to child care is cost. Average weekly care for children under five is over \$100. Thirty-four percent of respondents to a workforce survey indicated that they require child care in order to be able to work. Of those who need care, 54% indicated that it is hard to find adequate child care."¹⁰

5. **Inadequate Zoning Ordinances.** Wiscasset has a limited and outdated zoning ordinance that has been amended over time to meet specific needs. It is in one respect business-friendly

⁸ 2002 Midcoast, Maine Comprehensive Economic Development Strategy henceforth Midcoast CEDS

⁹ 2002 Midcoast CEDS

¹⁰ Same as above

because it allows business everywhere and the standards for business are quite permissive. However, they leave the town open for any kind of business to be developed anywhere, sometimes without attention to consistency with the character of the historic village and the quality of life afforded by open spaces and natural resources. The ordinance lacks established performance standards.

Developers are constrained because they cannot predict how the town will respond to their proposals. They often face months of disputes and wrangling, due to public opposition. “Current zoning laws present a major obstacle to development of the village waterfront. They are highly restrictive, requiring very large lot sizes, low-density development, and unrealistic setbacks.”¹¹

The adoption of this Comprehensive Plan should help clarify what the public wants. The hiring of a professional planner to work with the Planning Board is a step in the direction of removing this constraint. Codifying and simplifying the zoning ordinances is overdue.

- 6. Administrative Staff Support.** The 1989 Plan recommended that the Town hire a professional manager. That became a reality in 2002. The need for assistance in economic development became more and more apparent after the closing of Maine Yankee. The Town hired Stafford Business Advisors in 2002, and finally hired an economic development director in 2003. A town planner was also hired in June of 2004. As funds become tight the temptation is to not hire professional staff. However, Wiscasset is in a unique situation because of the urgent need to replace the financial void left by the loss of Maine Yankee.

Public Opinion

The public had a number of opportunities to participate in the preparation of this Plan. There were at least five public participation venues used in preparing this section of the Plan:

- Interviews conducted by a planning consultant in the summer and fall of 2003;
- The vision developed in the “What do you Want Where in Wiscasset” (WWW) session of March 6, 2004;
- The opinion survey undertaken in the summer of 2004;
- Surveys conducted by Stafford Business Advisors in 2000; and
- Advice and input provided through discussions of the Wiscasset Comprehensive Plan Committee, whose members were chosen to represent the population of Wiscasset.
- Numerous public informational meetings in 2006 and the “public always welcome” policy of the ongoing Comprehensive Plan Committee meetings.

In-Depth Interviews. Nineteen community leaders¹² were asked the same set of questions. The face to face interviews took place, mostly in people’s homes, or in the case of the Selectmen, at the Town Office. Each interview afforded an opportunity to explore some issues in greater depth reflecting the

¹¹ Recommendations for Economic Development on Wiscasset’s Waterfront: The Waterfront Master Plan Advisory Committee, October , 2002

¹² Members of the then Wiscasset Comprehensive Plan Committee, the Selectmen, one Planning Board member

person's interests. Some of the questions were quantifiable, others are summarized. There were quite a few questions related to economic development.

Avoiding Haphazard Route One Development. On a scale of 1 to 5, where 1 is not important and 5 is very important, people were asked to rank the importance of avoiding haphazard development on US Route 1. The average score was 4.6 - obviously very important.

Reasons for Bringing in New Businesses. In an open-ended question, people were asked the reasons for bringing in new business, in priority of importance: The most prevalent reason was to increase the tax base, create tax revenue and lower taxes. Twelve people ranked this as the highest priority. Jobs and reversing the loss of young people were mentioned by five. Other reasons included service needs, not to have to drive so far for jobs or services, community balance, the need to support education and relieve those suffering from high taxes.

Unacceptable Businesses. Another open ended question was “ Are there any businesses that are not acceptable?” Answers included the need to have a choice, no smelly or out of scale junk yards, no big boxes, no franchises, no chemical plant, adult book store, pig farm, casino, or smokestack business. Wal-Mart was mentioned by a number of people as undesirable.

Desirable Future Growth. People were asked to rank on a scale of 1 to 5 the type of growth they want to see, where a 5 is a wish to encourage, and 1 is discourage. The average responses are as follows:

Single home for retirees	4.4
Affordable housing, detached units, duplexes,	3.6
Light manufacturing	4.7
Industry at Maine Yankee	4.5
Profession, service, office complex	4.9
Retail shops	4.8
Small manufacturing firm	4.1
Hotel/motel	3.9
Fast food restaurant	2.4
Sit down restaurant	3.5
Large big box stores	1.7

Future Waterfront Development. People were asked what they would like to see happen on the waterfront. Some ideas included: leave more space, need a master plan, chandlery, be more welcoming, new train station, keep height low, outdoor eatery like Five Islands in Georgetown, sell fish and fish products, market in the AM, tiny shops along boardwalk, beautify, dwarf trees, large tourist boats are not good idea as they would scrape up the river bottom, fit harmoniously into present village.

Economic Viability of Village. People were asked what would make the village more economically viable. Responses included: make it more of a destination, there is nothing now to keep the tourist here, small grocery and discount store, if traffic were removed it would become economically viable.

Acceptability of Route 1. People were asked about the acceptability of Route 1 traffic

patterns. The average score was 2, where 5 is acceptable and 1 is not.

Economic Equilibrium. People were asked whether they could imagine that Wiscasset would reach economic equilibrium whereby the town would have enough businesses to support the education and services that are needed. The general response was that if we replace Maine Yankee with an equivalent tax revenue source, we would regain our equilibrium.

Over-Regulation. People were asked about the extent to which there was too much regulation with respect to certain items relevant to economic development. A rating of 5 meant an acceptable level of regulation; a rating of 3 meant don't know, and a rating of 1 meant level of regulation not acceptable.

Access management, explained	4.5
Landscaping standards - buffer US Route 1	4.2
Aesthetic design standards for businesses	4.4
The present zoning ordinance	2.1
The mix of residential and business in rural area	2.6

Degree of Local Agreement. People were asked for their perception of the degree of agreement on various issues, where 5 is accord and 1 is discord.

The future of Maine Yankee	3.8
The future of the waterfront	3.3
How US Route 1 should develop	2.8

Summary: There appears to be much more agreement on how Wiscasset should develop than is perceived. People don't really like the way US Route 1 has developed. They want light, clean industry to lower the taxes and provide local jobs. There is agreement that the Maine Yankee site should be developed for light industry or businesses and professional offices. Big boxes or franchises and quick eateries are not viewed favorably. There is interest in retail development in the village and waterfront. The idea of mixing businesses and residential in rural areas, as is now allowed, was not viewed favorably. There is agreement that the zoning ordinance needs serious work. There was also support for aesthetic standards for businesses.

The WWW of March 6, 2004. People were asked to develop a neighborhood by neighborhood vision. The following "future visions" are closely related to economic development:

Northeast Neighborhood: Make the race track more community friendly. Consider the possibility of a small industrial area around the track.

Northwest Neighborhood: Preserve large tracts for working forests and farms.

Downtown and Waterfront: Once there is a bypass, this area can become a prime destination area for tourists, who could arrive by train, boat, on foot, or being shuttled from nearby parking lots.

The vision includes more diversity of business including those serving residents such as a

grocery store; creative use of Mason Station for hotel or culinary institute; revitalization of the train station; a strong working waterfront where fishing is encouraged; a solution to parking at the post office; and use of the Middle School parking lot.

Wiscasset South: This area calls for creating a well-designed, buffered, light industrial site east of Route 1. Commercial buildings should be modeled on Camden/Rockport MBNA, in a scale appropriate to the area. No big boxes; encourage working waterfront and rebuild train station. Expand airport without conflicting with residential use.

Route 1: Mostly local businesses rather than chains. Limit square footage, buffer strips, architectural site review and setbacks. No big box. Clustering businesses behind Route 1 perhaps through a frontage road.

Route 27: Cluster commercial development around Hancock Lumber. Build frontage road for further development.

Stafford Survey. Stafford Business Advisors developed a 34-question survey, published it in both newspapers and distributed it at meetings. Volunteers distributed them in neighborhoods, and drop-off points were announced. There were a total of 157 responses: 68% were Wiscasset residents, 22% were retirees and 16% have children in the Wiscasset schools. Survey highlights include:

- 79% support recruiting high-tech employers
- 73% support growing existing businesses
- 68% support recruiting service businesses to support tourism, health care, and retirement living
- 27% support recruiting “heavy industry” that pays good wages year round
- 68% support maximizing opportunities from railroad line extension
- 76% support waterfront development
- 86% support a marina with facilities for visiting boats
- 90% support tour or excursion boats
- 85% support commercial activity at Mason Station pier
- 83% support a dedicated pier for the fishing/lobster industry
- 83% support boat building and boat repair activities
- 69% support more shops serving local needs in the downtown village center

Comprehensive Plan Survey, Summer, 2004. Highlights from the 2004 Survey include:

- 82% wish to encourage diverse business with design and landscape standards
- 86% favor encouraging new small retail and restaurant businesses on Route 1 and Route 27
- 69% favor development conforming to landscape and architectural standards throughout town
- 72% favor new businesses to be located on frontage roads parallel to Route 1
- 67% favor new business to be located on frontage roads parallel to Route 27
- 90% favor promoting industrial growth, light manufacturing, research and development at Maine Yankee and near Airport.
- 72% consider historic village to be an economic asset
- 71% favor 20 foot landscape/buffer requirement on Routes 1 and 27

Planning Issues. The Comprehensive Planning Committee discussed the following issues at various meetings.

1. **Urgency to increase tax revenues.** The closure of Maine Yankee in 1997 has caused the tax rate to go from one of the lowest in the state to among the highest. The choices sometimes seem to have narrowed to two unacceptable options: cutting back services, such as education, or drawing from the Town's reserve accounts.

There is near-unanimous agreement in the community that the tax base needs to be increased. The concern is that some businesses may not provide significant net revenue and the sense of urgency might lead to opening the door to any business.

Surveys taken by the Stafford group, as well as interviews and the survey administered in the summer of 2004, indicate that people do not want businesses that would jeopardize the current pleasing character of Wiscasset. This leads into the next issue.

2. **Balance.** A major issue is how to balance the need for tax-producing commerce with the desire to preserve the very quality of life, scenery, open space and historic character that draws people and businesses to the area. All previous studies and the WWW session indicate that people are concerned and strongly wish to preserve the present unique historic and rural character of Wiscasset. The economic health of the town depends on a broad mix of different types and scales of businesses as reflected in the community surveys.

Good zoning is one answer. Wiscasset already has zoning, so is not faced with the usual resistance to it. Areas that could be zoned for commercial use are those that do not contain unique and rare natural resources, and which are served by public sewer and water. The question is whether this will be acceptable to the public. Public concern may be addressed by standards such as buffers between incompatible uses and increased setbacks and landscaping to improve aesthetics.

Concerns were raised by a few business people that requiring landscaping could reduce visibility or increase development expenses, which in turn could negatively impact the competitiveness of businesses coming into Wiscasset.

3. **How can we guarantee local jobs?** Everyone's second priority in economic development is to create jobs for local people. How can we do this? There is no guarantee that local people will be hired by the new businesses. Current unemployment is not that high, although many people are employed in low-paying jobs and might prefer to work for more money.
4. **Local Tax Incentives.** We don't have much control over state tax incentives, such as the Pine Tree Zones, where the reduction in income taxes paid is borne by the state.

One or more TIF districts may be a useful development tool. The idea behind tax increment financing districts (TIFs) is that they encourage business to locate in a particular town. In exchange for "capturing" some percent of the tax revenue to the advantage of the business, a public good is accomplished. Since the primary objective is to increase the tax revenue, the town can, in its negotiations of the TIF contract, assure that benefits accrue to the town as well

as the business.

Using captured tax revenue to build infrastructure to extend water and sewer is probably a win/win situation because that is a clear example of infrastructure improvement that will bring in more businesses which will pay the taxes.

TIFs can be used to accomplish other local objectives: for example, to subsidize or build day care centers to attract young workers; a guarantee to hire a certain percentage of local people at greater than minimum wage, training programs instituted in the schools or support of adult education to upgrade local skills. These are all examples of using a TIF to overcome constraints to economic development.

5. **Affordable Housing.** As noted by the Midcoast CEDS, the lack of affordable housing is a documented constraint to development. A potentially controversial issue to be discussed is whether the town wants to attract young people with families in addition to supplying affordable housing for the elderly.

National REsources has proposed to build worker housing in proximity to the Business Park. The issue of net increased costs to educate the children may be more than the town wishes to bear and may not be a net revenue gain. On the other hand, if the town wishes to address the issue of its aging population, it will have to attract young people who can afford to live in Wiscasset. This raises the question of whether the benefits of a young vibrant work force population, attracting new businesses and increasing the tax base, may outweigh the costs that the Town will have to bear to educate the children of the young families that move into the community.

5. NATURAL RESOURCES

Introduction

Wiscasset's deep harbor, tidal river, wildlife, forests, gently rolling land, and freshwater streams and ponds must have suggested a fortuitous location for settlement. These assets still invest the Town with special richness, providing an attractive setting for homes, businesses, civic institutions, recreation, and a productive environment for natural-resources-based work.

In the recent Comprehensive Plan survey, 80% of respondents "favor balancing property rights with a need to protect deeryards, wildlife habitat, and undeveloped rural areas for hunting, hiking, and trails." Eighty-two percent agreed that they want to "protect natural areas such as wetlands mapped and identified as having high value for fish nursery or wildlife habitat." In addition, 63% favor guiding new development to avoid disturbing wildlife corridors. Seventy-seven percent favor protecting well water by ordinance standards. Seventy-six percent favor guiding new construction to preserve special scenic views. In other words, townspeople value their natural environment.

This section of the Comprehensive Plan includes eleven topic areas: soils, topography, wetlands, surface water, groundwater, wildlife and unique natural areas, scenic resources, open space, farmland, forests, and marine resources. Supplementary resource information is available in the Town Planner's office and the Marguerite Rafter Map Room at the Wiscasset Municipal Building. Used with this additional information, this section will be useful as Wiscasset wrestles with how to grow, expand its tax base, *and* protect the interconnected natural resources that support and enhance life here.

Soils

Inventory and Analysis. There is a soils map and a map specifically showing prime agricultural soils in the Wiscasset Municipal Building's Marguerite Rafter Map Room. The Knox-Lincoln Soil and Water Conservation District office, part of the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), is the best source of soils information (191 Camden Road in Warren; tel. 273-3005).

The Soil Survey of Knox and Lincoln Counties, Maine, published by the NRCS, provides information about the various soil types in Wiscasset. This information can be used to support land management activities such as agriculture, wildlife planning, development, and woodland management. It also contains predictions of soil behavior for selected land uses. For the purposes of this Comprehensive Plan, the soil suitability for subsurface disposal systems and working landscapes (both existing and potential) are the most important characteristics of our soil resource in Wiscasset, for they will affect the Town's development and character. Each description below addresses the soil's potential for three uses: low-density development, prime farmland, and woodland productivity. The Soil Survey of Knox and Lincoln Counties, Maine includes a general soils map that identifies seven major soil groups that exist in these counties and shows the approximate locations. Four of these soil groups occur in Wiscasset and they are as follows:

- Peru – Tunbridge – Marlow: This soil group is found in the northwest corner of Town between the Dresden Bog to the north, Gardiner Pond to the south, and the Dresden Town line to the

west, and is bisected by Route 27. This soil group is suited to low-density development but is strictly slope-dependent. This is due to the highly erodable nature of these soils. Thus, the steeper the slope (over 8 percent), the less developable the soil is. The Peru and Marlow soil series are classified as prime farmland. They are also rated high for timber production

- Rock Outcrop – Lyman – Tunbridge: This soil group is found in two areas in Town. The first covers the area north of Gardiner Pond. The second shares the northern and part of the eastern border with Woolwich. This soil is not suited to development due to the shallowness in depth to bedrock. This is a limitation for subsurface waste disposal systems unless new, possibly more expensive, technological means are used. This grouping is best suited to undeveloped acreage devoted to uses such as timber production and wildlife habitat.
- Masardis – Sheepscot – Adams: This soil group is found in a very small area in the west side of town near the Wiscasset–Dresden town line. These soils are rated highly suitable for woodland productivity. Depth, good drainage, and formation on alluvial deposits are three attributes that make this area ideal for growing white pine.
- Buxton – Scantic – Lyman: This soil group is the most predominant throughout town, encompassing approximately 80 percent of the land base. Depending on the slope (slopes must be no greater than 8 percent), these soils are suited to low-density development. The steeper a potential development lot, the more these soils are at risk to erosion and the shallower they are to bedrock, thus increasing the cost of development by requiring modifications to the site. In addition, the cost of maintaining that site increases due to this modification. These soils are very well suited to productive farmland. They have been classified as prime farmland soils and also have a high woodland productivity rating.

There have been numerous gravel pits in Wiscasset throughout its history. Today there are two active ones, one off the Pooler Pit Road west of the Lowelltown Road and the other in the northern part of town near the Dresden town line.

Existing Laws and Management/Protection Tools. The Maine State Plumbing Code--known now as The Maine Subsurface Wastewater Disposal Rules--requires that a licensed plumbing inspector inspect soil and septic systems. This code directs the town requirements for subsurface wastewater disposal.

Performance standards regarding house building, roads and driveways, and filling or other earth-moving activities are included in the Shoreland Zoning Ordinance (as the state requires them to be).

The subdivision ordinance requires submission of soil erosion and sedimentation control measures that minimize the area to be stripped of topsoil and vegetation and prevent off-site erosion during and after construction. This section includes a provision to submit the application for review to the Knox - Lincoln Soil and Water Conservation District.

The Zoning Ordinance describes specified permitted uses within each zone or district and addresses the protection of soil from erosion, the protection of soil quality, slope, and the relationship between soils and water quality.

Both the subdivision and the shoreland zoning part of the local land use ordinances require that the applicant demonstrate that the soils are suitable and will not cause undue erosion.

The Site Plan Review Ordinance includes standard language requiring stabilization, protection of natural vegetation, and protection during construction.

Shortcomings of the Existing Laws. The Subdivision Ordinance does not protect areas of two or more contiguous acres supporting wetland vegetation and hydric soils; areas of two or more contiguous acres with sustained slopes of 20 percent or greater; and areas along rivers and streams that are subject to severe bank erosion. These are part of the requirements of the Maine Mandatory Shoreland Zoning Act but are not protected beyond the limits of the 250-foot shoreland area. In addition, these areas, which are not suitable for development, are not subtracted before calculating density. There is not a clear, handy map available as a handout to the public that shows what parts of Town cannot be developed because they are part of the Resource Protection District.

Threats. The cumulative effect of many small-scale developments on a variety of soils is not routinely analyzed or understood. There has been little if any advocacy for the protection of prime agricultural and woodland productivity soils in Wiscasset. Unplanned development and zoning without consideration of soil type will waste this resource. Without understanding and appreciation of prime agricultural and woodland soils, they will continue to be converted to development, their productivity forever lost.

Topography

Inventory and Analysis. There are two components to topography: elevation and slope. Elevation helps define our town. Steep slopes create our waterways. Because they limit development, steep slopes often serve as wildlife corridors and open space for trails and recreation. Knowledge of the highest points of town guides identification of specific vistas and special places the town may want to protect for the long-term benefit of townspeople. The topography rises from sea level in the southeastern portion of town to 360' above sea level in the northernmost part of town. The changes in elevation are most noticeable from the harbor to the Lincoln County Courthouse, Castle Tucker, the Old Jail, and Clark's Point (226'); along Willow Lane and Bradford Road from the Village to the Lowelltown Road; along Route 27 in the northwestern extremity of the town; and along Route 144 near the Woodlawn Cemetery.

Several points of land in the northwestern section of town form the divide between the Montsweag Brook, Gardiner Pond, and the Dresden Bog watersheds and exceed 200' and 250' in elevation. Along the riverfront, there are many places where the slopes exceed 25 percent. Other topographical points of interest include Langdon Mountain (200'); Cushman (aka Foote's) Mountain (260'); and the site of the former landfill on Huntoon Hill Road (250').

Existing Laws and Management/Protection Tools. Maine's Mandatory Shoreland Zoning Act requires that towns zone areas with two or more acres of slopes greater than 20 percent into the Resource Protection District. Wiscasset has a Flood Plains Ordinance and a floodplains map, in conformance with federal requirements. State statutes require that "elevation of the land and its relation to flood plains [and] the slope of the land and its effect on effluents" be considered in relation to potential water pollution (Title 30-A, 4401 et. seq.). The town's Subdivision Ordinance requires the Planning Board to consider "the slope of the land and its effect on effluents" in evaluating an application and preliminary plan of a subdivision.

Shortcomings of the Existing Laws. The town's Shoreland Zoning Ordinance does not include areas of two or more contiguous acres with sustained slopes of 20 percent or greater as part of the Resource

Protection District. There is no easy-to-read map available to the public clearly showing what land is part of the Resource Protection District.

Threats. For areas outside the 250' shoreland zone there are no regulations pertaining to where you can build. A series of individual building projects on steep slopes could result in filling Polly Clark, Montsweag, and Ward brooks and smaller streams with sediment. (Ward Brook was abandoned as the source of town water because it contained too much sediment.) Because natural slopes contribute to orderly drainage, disturbing topography creates the threat of flooding.

Wetlands

“Wetlands” in this chapter refers to the following types of land.

- Coastal wetlands: All tidal and subtidal lands; all lands below any identifiable debris line left by tidal action; all lands with vegetation present that is tolerant of salt water and occurs primarily in a salt water or estuarine habitat; and any swamp, marsh, bog, beach, flat or other contiguous low land which is subject to tidal action during the maximum spring tide.
- Freshwater wetlands: Freshwater swamps, marshes, bogs and similar areas, other than forested wetlands, which are inundated or saturated by surface or ground water at a frequency and for a duration sufficient to support, and which under normal circumstances do support, a prevalence of wetland vegetation typically adapted for life in saturated soils.
- Forested wetlands: Freshwater wetlands dominated by woody vegetation that is at least six meters (19'6") tall.

Inventory and Analysis. Wetlands offer important, functional environmental values. Wetlands provide critical functions for groundwater recharge/discharge; flood flow alteration; fish and shellfish habitat; sediment/toxicant retention; nutrient removal/retention/transformation; production export; sediment/shoreline stabilization. They provide prime wildlife habitat for many species. They support timber useful to the forest products industry. They provide scenic features in our landscape and opportunities for education and recreation.

Within the Town of Wiscasset are a number of freshwater wetlands greater than 10 acres mapped by the State. It should be noted that the State maps as well as the National Wetlands Inventory map (produced by U.S. Fish and Wildlife Department) are a planning guide only and wetlands should be field-verified. State-mapped wetlands include an extensive area around the headwaters of Montsweag Brook; wetlands associated with other parts of Montsweag Brook and also Ward Brook; wetlands in the extreme northwest portion of the Town by the Alna town line; wetlands north of Gardiner Pond by the Dresden town line; wetlands in the Nequasset Watershed District; wetlands between Foye Road and Willow Lane, west of Dickinson Road; and wetlands east of Route 144 and north of the Old Ferry Road.

Numerous, extensive coastal wetlands are associated with the coves and peninsulas of the Sheepscot River. From south to north: coastal wetlands fringe Chewonki Neck, Young's Point, Reidy Point, and Bailey Point; run along the shore west of Berry Island; fill Cushman Cove and the cove below Castle Tucker; sweep from just north of the Davey Bridge over to and around Clark's Point (with a channel of clear water dividing the wetlands in half as it runs out from Polly Clark Brook); and occur again on Wiscasset's uppermost river shoreline.

Wiscasset has many other smaller wetlands, some of them forested, some of them not, some around ponds and streams, some freestanding. They all contribute to the network of benefits described above.

Existing Laws and Management/Protection Tools. The primary tool for protecting Maine's wetlands is the State Natural Resources Protection Act (Title 38, Section 480, A-S), commonly known as NRPA. This act protects the state's coastal, freshwater, and forested wetlands of any size. The Department of Environmental Protection (DEP) oversees NRPA regulation of wetlands. DEP may issue a "permit by rule" or a "wetland alteration permit" to allow activity in or near a wetland under certain conditions.

Another important tool for wetlands protection is Maine's Mandatory Shoreland Zoning Act, which requires towns to adopt and enforce protective regulations on shoreland. Towns must accept the state-issued minimum guidelines for shoreland protection and *can* enact more stringent ones. This act requires that towns control land uses within 250' of the high-water mark of ponds over 10 acres, rivers, and freshwater wetlands of greater than 10 acres; wetlands of any size associated with a great pond; coastal wetlands of any size; and floodplain wetlands. It also requires towns to put into their Resource Protection District any areas with two or more acres of wetland vegetation that are not part of a water body.

Wetlands in Wiscasset that are currently part of the Resource Protection District include the shoreline around Chewonki Neck and partway down the west side of Young's Point; around Reidy's Point; along the steep river banks north of Maine Yankee; Berry Island; the shoreline along the west side of Cushman Cove up to the point north of that cove and running west around the cove below the Mason Station point; along the shore below the Chatelaine property and Castle Tucker; and around Clark's Point. Also included are wetlands north of Gardiner Pond.

The town Subdivision Ordinance requires that "wetlands (of any size) wholly or partly within or abutting the subdivision" be located on the preliminary plan.

Shortcomings of Existing Laws. Wiscasset in the past has not always exercised regulation in conformance with NRPA. The strength of NRPA lies in local enforcement and a strong relationship between the town and the DEP. Without that, many wetlands are subject to damage or destruction.

It also appears that Wiscasset is not making maximum use of its Shoreland Zoning Ordinance. Many ordinary citizens find it difficult to locate the areas that are zoned Resource Protection District on the town zoning map. The map in some instances does not correspond with the written description of this district in Article VI (Zoning: districts defined). It is difficult for people to discern the boundaries of each district.

Key Wiscasset wetland areas that are not in the Resource Protection District are: the extensive wetlands around the headwaters of Monstweag Brook north of the Foye Road; wetlands associated with Ward Brook and the brook's headwaters; wetlands in the Nequasset Watershed District; wetlands in the extreme northwest portion of the town by the Alna town line; wetlands in the Nequasset Watershed District; wetlands between Foye Road and Willow Lane, west of Dickinson Road; wetlands east of Route 144 and north of the Old Ferry Road; and field-verified freestanding wetlands of two or more contiguous acres. Field investigation needs to be done to evaluate the uppermost Wiscasset section of Polly Clark Brook.

Wetlands north of Gardiner Pond appear as part of the Resource Protection District on the zoning map but there is no language in the zoning ordinance to affirm this.

State-mapped coastal wetlands of significance that are not part of Wiscasset's Resource Protection District are around Young's Point and Bailey Point, on the shore west of Berry Island, in the harbor from north of the Davey Bridge to the railroad bridge crossing the Sheepscot; and along the shore north of the railroad bridge.

It is difficult to read the shoreland zoning map, which relies on a written description of private property lines. The National Wetlands Inventory map is for planning use only. It does not accurately reflect the boundaries of wetlands. Accurate wetlands mapping depends on field verification.

Wetlands of fewer than 10 acres but with two or more contiguous acres supporting wetland vegetation and hydric soils are currently not excluded from the calculation of the number of lots allowed to meet the minimum lot size.

Threats. All of the wetland areas within the town play a critical role in maintaining the ecological balance that has developed over time. By far the largest threat to these areas is human activity, resulting in minor and occasionally major alterations that can have a significant cumulative impact, one that undermines the capability of wetlands to perform their essential functions. At present, small changes to wetland areas can sometimes go unnoticed. While these changes may seem minor and in most cases are restricted to individual lots, the cumulative effect of many small changes is a net loss in wetland area. In some cases, this puts greater stress on a wetland complex by decreasing the travel time of stormwater, decreasing the amount of wetland vegetation that under normal circumstances would remove or suspend toxicants within the wetland, and, in general, allowing more water into what has been a balanced system. This type of situation results in flooding, poor water quality, changes to or destruction of habitat, and loss of ecological diversity.

Impacts to the headwaters and fringing wetlands of Montsweag, Polly Clark, and Ward brooks—the only three major streams in the Town--could have a detrimental effect on the entire length of those important streams, which flow through many wetlands and feed into the Sheepscot River. Impact to Wiscasset's branch of Nequasset Brook could negatively affect Nequasset Lake, the town's supply of water.

Invasive plant species are becoming a serious problem in wetland areas in other parts of Maine. Purple loosestrife and phragmites, for example, tend to grow very aggressively, eliminating other species, choking water bodies, and reducing the diversity of plants and wildlife. Invasive species will sometimes appear in newly impacted wetland areas before native species do. Wiscasset should monitor this situation.

The National Wetlands Inventory map (created by the U.S. Fish and Wildlife Service), the wetlands indications on the State Beginning with Habitat maps, and the wetlands characterization map from the Maine Natural Areas Program (all available in the Town office) are extremely helpful but do not document every wetland and cannot be used to determine the boundaries of wetlands.

Surface Water

For the purposes of this section of the Comprehensive Plan, “surface water” includes the Sheepscot River, streams, brooks, and ponds, and involves the watersheds that feed them. See the Marine Resources section of this chapter for more information about the river. A recent report, The Hydrogeological Data for Comprehensive Planning, Wiscasset, Maine, August 2004, is at the Town Office.

Inventory and Analysis. The health of the Sheepscot River includes the quality of our smaller surface water bodies. We have three major brooks: Montsweag, Ward, and Polly Clark. We also have one “great pond,” Gardiner Pond, in the northwest corner of the town. There are several smaller ponds on private property. A stream in Wiscasset’s Nequasset Watershed District feeds into Nequasset Brook, which runs to Nequasset Lake.

Wiscasset’s surface water is crucial to the human and ecological health of the town. The Sheepscot River is perhaps our most defining and important natural resource and the three major brooks all run into it. Surface water in the Nequasset watershed flows into Nequasset Lake in Woolwich, which, by way of the Bath Water District, provides Wiscasset’s public water supply for more than 500 customers. The largest of Wiscasset’s inland surface water bodies—Montsweag Brook (one of the Town’s three major streams) and Gardiner Pond (a state-classified “great pond”)—provide recreational opportunities for paddlers, swimmers, fishermen, and small-craft sailors. Two other major streams—Polly Clark and Ward—and smaller streams and ponds attract fishermen, swimmers, and skaters. Many small first-order streams feed into these bigger brooks. Surface water bodies support a wide variety of wildlife, from fish to four-legged mammals to plants. Surface water also enhances the scenic value of its surroundings.

Phosphorus is a nutrient present in most Maine lakes in small amounts and is essential for plant growth. Certain land uses, specifically agriculture and land development, can increase phosphorus levels. Practices such as exposing soils, covering land with pavement and removing vegetation along waterways increase the amount of phosphorus reaching lakes. This is not an issue limited to lakes; any practice which results in surface runoff reaching ditches and streams will increase the flow of phosphorus into lakes.

Green algae begin to multiply in profusion when phosphorus concentrations reach a certain level, usually around 15 parts per billion. Such algae blooms color lakes green and rob the water of vital oxygen. The excessive growth of algae can cause odor, taste, and treatment problems in water supplies, deplete cold water fisheries, lessen people’s interest in using lakes for recreation, may reduce property values, and overall, diminish a valuable community asset.

The Per Acre Phosphorus Allocations for lake watersheds located partially or entirely within town are as follows: Dresden Bog = 0.053 lbs/acre; Gardiner Pond = 0.045 lbs/acre; Nequasset Pond = 0.031 lbs/acre. DEP recommends these numbers be used as the limit for new developments as one way to ensure proposed development will not add a disproportionate amount of new phosphorous to an identified lake.

Sheepscot River. The Sheepscot River and all its tributaries and minor drainage streams are classified “B.” The Water Quality Classification System (Title 38 §464, etc.) is based on a combination of current and desired quality. The classification’s regulatory significance is that new discharges have to meet the current standards, with measurable parameters. In short, degradation of existing water quality is forbidden.

Class B waters are suitable for drinking water after treatment, fishing, swimming, boating, industrial process, cooling water, power generation, and habitat for fish and other aquatic life. The regulations state that “The habitat shall be characterized as unimpaired” and “Discharge effluent must be equal to or better than existing water quality of the receiving waters” (Title 38 Section 465).

All tidal waters around the Sheepscot River estuary and Wiscasset are designated Class SB. Class SB is suitable for swimming, boating, fishing, aquaculture, propagation and harvesting of shellfish, and a variety of industrial uses (as mentioned above). The significant part of this classification is:

“Discharges to Class SB waters shall not cause adverse impact on estuarine and marine life in the receiving waters and shall be of sufficient quality to support all estuarine and marine species indigenous to the receiving water without detrimental changes in the resident biological community. There shall be no new discharge to Class SB waters which would cause closure of open shellfish areas by the Department of Marine Resources” (Title 38 Section-465-B).

Nequasset Lake. Although Nequasset Lake is not in Wiscasset, it is the reservoir for the town’s public water supply and the watershed that feeds it, including a stream that runs into Nequasset Brook in Dresden. The Nequasset Lake watershed covers the western corner of Wiscasset at the intersection of the Wiscasset, Dresden, and Woolwich town lines. A thorough report on the lake and the watershed was prepared in 1989 by Dresden, Wiscasset, and Woolwich in conjunction with the non-profit Bath Water District, which manages the reservoir and conveyance of water to Wiscasset. The report found that phosphorous levels in the lake were high; development pressure in the watershed was a threat to water quality; and the three affected towns should carefully regulate development in the watershed. Jointly planning the watershed “as a single, natural system,” all three towns should apply “a uniform set of plans and standards which reflect the dependency of people, wildlife, and natural communities upon a natural environment.” Very little joint planning has taken place until recently when the Nequasset Lake survey began.

The Bath Water District considers protection of the watershed the most important strategy for assuring Nequasset’s water quality. Although the district believes there is plenty of water for the future, increased development in Wiscasset and new situations such as Edgecomb’s request to hook into Wiscasset’s water supply raise important issues for all the towns involved.

Gardiner Pond. Gardiner Pond is situated in the northwest part of the town. Gardiner Pond has a surface area of 74 acres. Its maximum depth is 21 feet; its mean depth is 14 feet. It is a “great pond” and, like all great ponds in the state, is classified “GPA.” The lakes’ trophic state, chlorophyll content, secchi disk transparency, and total phosphorus determine that classification. Again, the significance of the classification is the limitation on discharge.

“There may be no new direct discharge of pollutants into Class GPA. Exempt are Department of Environmental Protection permitted aquatic pesticides and chemical treatment for purpose of restoring the lake, and stormwater discharge if in compliance with the State and local requests” (Title 38 Section 465 A).

Gardiner pond is a mesotrophic (moderately productive) pond managed for warm-water fisheries by Maine Inland Fisheries and Wildlife (IFW). Principle fisheries in the pond include smallmouth bass and chain pickerel. Other species that inhabit the pond are: American eel, Pumpkin seed sunfish, yellow perch, golden shiner, white sucker and numerous minnow species. The pond is regulated via General Law for the Open Water fishing season and as Class A (open after the first formation of safe ice) for the ice fishing season.

Gardiner Pond is part of the much larger Dresden bog complex. As such, protection of the pond will provide benefits not only to the pond itself, but extend to downstream areas of the wetland complex. To ensure such protection, the town should establish development setbacks that utilize the wetland edge rather than the water's edge as the starting point of the setback. Using the wetland edge rather than the water's edge not only protects water quality and retains wetland functions, but can also afford some variable protection against flooding in proposed development areas.

Access to the pond is another concern. Records at IFW Sidney do not indicate that there is a consistent public access. While there may currently be passively allowed access across private property, it would be a benefit to the town's residence to secure a permanent easement, right of way, or access agreement.

The water quality of Gardiner Pond is measured by the Maine Department of Environmental Protection and the Volunteer Lake Monitoring Program. Water quality monitoring for the pond has been collected only since 1997, so we have no trend information yet. The results and interpretation of the monitoring are as follows.

- Gardiner Pond is a highly colored lake, with an average color of 90 SPU (standard platinum units). Lakes considered "colored" are greater than 30 SPUs; the average SPU in Maine is 27.
- The "Chlorophyll a" ranges from 6 to 7 parts per billion (ppb). "Chlorophyll a" is a measure of the green pigment found in all plants including algae. The higher the "Chlorophyll a," the higher the amount of algae in the lake. The average in Maine is 4.7 ppb.
- The average secchi disc transparency (SDT) reading in Gardiner Pond is 2.7 meters. SDT is a measure of water clarity or transparency. In a highly colored lake like Gardiner Pond, it is not too meaningful. Usually, the higher the transparency, the better is the quality of the lake, except in odd cases of highly colored lakes such as this one. The statewide average SDT is 4.8.
- The range of water column total phosphorus is 14-19 ppb. Phosphorus is one of the major nutrients needed for algae growth. The less the better, as far as water quality goes. The average in Maine is 12 ppb. The potential for the phosphorus to leave the bottom sediments and become available to algae in the water column is low to moderate.
- The most recent "dissolved oxygen" (DO) measurements for Gardiner Pond showed high DO depletion in deep areas. This indicates a high level of biological oxygen demand that could be coming from pollution or simply from the breakdown of biodegradable material. High levels are not necessarily a bad sign; however, biodegradation creates heat, thus, based on this information, the Department of Inland Fisheries & Wildlife considers Gardiner Pond a good habitat for warm-water fish only, not cold-water fish.

In summary, the water quality of Gardiner Pond is considered average. The potential for nuisance algae blooms is low to moderate. If we continue to take reasonable care, the pond will continue to be of acceptable quality.

Montsweag Brook. Montsweag Brook has the second largest watershed in the town. IFW survey in 2000 found American eel, creek chub, white sucker, black-nosed dace, chain pickerel and a variety of amphibians. Due to a large wetland area at its source and a human-modified riparian area, summer water temperatures preclude resident cold-water fish species. There is also a low-head dam near the mouth of the brook that prevents entry of anadromous salmonids including brook trout. In 2004, IFW was contacted with a plan to remove the dam. Funding for the project was never secured. Removal of the dam would be an important first step in restoring cold-water fisheries to the watershed.

Ward Brook. Ward Brook was surveyed by IFW in 2006 and was inhabited by white sucker, creek chub, American eel black-nosed dace and brook trout. Only a small section of the stream was surveyed and the presence of wild brook trout is an important indicator of the streams potential for salmonids. Ward Brook should be provided with priority protection status.

Polly Clark Brook. Polly Clark Brook is a small warm-water brook. It has not been thoroughly surveyed by IFW due to lack of access. From cursory survey work it appears that the brook has a warm-water fishery.

Existing Laws and Management/Protection Tools. There is a junkyard ordinance requiring vehicles “to be stored more than 100 feet from any water body or inland wetland or pond or stream or any private well” excluding the owner’s well. It also requires that “when a vehicle is dismantled all fluids shall be drained into watertight, covered containers...No discharge of any fluids from any motor vehicle shall be permitted into or onto the ground, or into any body of water, storm water drain or wetland.”

There is a map of the 100-year flood plains as designated by the Federal Emergency Management Agency at the Town Office. Any building in these areas is strictly controlled and allowed only by Planning Board permission.

Every stream, regardless of size, in the Nequasset Watershed District is subject to shoreland zoning “to the uppermost sources of each stream” (Article VI, H.1).

The town’s Subdivision Ordinance requires that a preliminary plan show “streams, rivers, brooks, lakes, ponds...wholly or partly within or abutting the subdivision...” and that the plan shall be reviewed to determine that the proposed subdivision “Will not result in undue water...pollution.” The Town’s Subdivision Ordinance directs the Planning Board to make sure that a new subdivision:

“Will not result in undue water or air pollution.” In making this determination [the Planning Board] shall at least consider: the elevation of land above sea level, and its relation to the flood plains; the nature of soils and subsoils and their ability to adequately support waste disposal; the slope of the land and its effect on effluents; the availability of streams for disposal of effluents; and the applicable state and local health and water resources regulations...

Whether or not pollution will occur shall be determined by hydrogeologic studies utilizing site-specific hydrogeologic, soils, and test data including background nitrate-nitrogen levels, and performed by professionals certified by the State to make such studies (3-89)...The control measures, together with the overall plan of the Subdivision shall minimize loss of the annual recharge capacity of the land and minimize increases of annual stream discharges downstream for (sic) the Subdivision “

The following portions of the Sheepscot River shoreline are part of Wiscasset's Shoreland Resource Protection District, our most restrictive zone: most of the shoreline around Clark's Point; the shoreline below Castle Tucker and the Potter and Chatelaine properties; the shoreline from just south of the Mason Station to the neck of Cushman's Point; shoreline across from the southern end of Berry Island to the Old Ferry Landing; the eastern edge and tip of Reidy Point; the northwestern shore of Young's Point; the totality of Chewonki Neck.

All islands and ledges lying within the Town of Wiscasset except Foxbird Island (off Bailey Point, near Maine Yankee) and the town property on Cow Island (location of the sewage treatment plant) are part of the Resource Protection District.

Montsweag and Polly Clark brooks are also part of the town's Resource Protection District, although protection does not extend to their uppermost headwaters.

Gardiner Pond, Wiscasset's only "great pond," has only a 100' of Resource Protection District around it, with restrictions on cutting of vegetation 75' from the high-water mark. The remaining 150' within the shoreland zone are part of the "Shoreland Residential District," which is less restrictive.

Wiscasset village has long had a stormwater system separated from the sewage system. A 1996 survey of the sewerage identified some places where stormwater was infiltrating through cracked pipes and overflow, and thus burdening the sewage treatment plant. The most important problems have since been fixed. The highway department and the sewage treatment plant staff correct remaining problems whenever they come across them.

Shortcomings of Existing Laws and Tools. The various types of shoreland zone are difficult to decipher on the town zoning map. It shows Montsweag Brook as part of the Shoreland District Stream Protection, while Polly Clark Brook and a 100' band around Gardiner Pond and its wetlands are part of the more tightly restricted Shoreland Resource Protection District. The narrative "Definition of Districts and Zoning Map" in the ordinance describes both Montsweag Brook and Polly Clark Brook as being part of "stream resource protection areas" within the Shoreland Resource Protection District.

The width of the shoreland zone for Montsweag Brook and Polly Clark Brook as well as the streams in the Nequasset Watershed District is 75', the minimum required by the state. Extending protection to at least 100' would offer more protection. The 1989 plan recommended extending stream protection to 250' (which is the width of protection for great ponds, rivers, and freshwater wetlands greater than 10 acres).

The junkyard ordinance has not been strenuously enforced in the past and is difficult to enforce once the junkyard is established.

Wiscasset has been a limited participant in the ongoing efforts of the Nequasset Lake Stakeholders Group, the aim of which is to protect the quality of Nequasset Lake.

Gardiner Pond is on the State's Most at Risk from Development List; stronger site development rules must apply to developments in this watershed. Gardiner Pond is not properly protected. The pond presently has only 100' of Resource Protection District, surrounded by 150' of the less restrictive Shoreland Residential zoning.

Ward Brook, one of the town's three major brooks, and our branch of Nequasset Brook are not part of the Resource Protection District, as Montsweag and Polly Clark brooks are.

There are no local ordinances to protect the uppermost headwaters and all associated wetlands of Montsweag Brook, Polly Clark Brook, and Ward Brook. The town has given no protection to the many first-order streams that flow into the larger brooks.

The Nequasset Watershed District has very little protection in Wiscasset ordinances. There are no specific performance standards and a broad range of uses is permitted.

Local ordinances including subdivision and site plan review provide water quality protection standards, but do not directly regulate phosphorus that may be associated with new development.

Threats. There is the potential for pollution to surface water from single-point polluters such as junkyards and dumps too close to surface water; improper or aging septic systems; runoff from agricultural operations, large areas of pavement (such as the airport, large gas stations, and large parking lots); roads, including road salt; fertilized lawns; sedimentation from earth-moving, such as construction. Other potential pollutants are upriver and/or out-of-town contaminants; Maine Yankee stored nuclear waste; contamination from motorized watercraft and off-road vehicles; and inadequate sewage treatment.

Wiscasset's public water supply depends on maintaining the quality of water in Nequasset Lake and maintaining relations with the Bath Water District. The 1989 report *Land Use Management Strategy for the Nequasset Watershed* described the lake's existing water quality as "marginal" and expressed concern about phosphorous loading in the reservoir; contamination from gasoline runoff, motor boats, and other motorized water craft and four-wheeled vehicles that drive onto the ice in the winter; anti-freeze sometimes used to cut fishing holes; land disturbances from new shoreline development and agricultural and forestry activities in the watershed.

Planning efforts should include ways for the public to gain access to waterways. Public access planning and acquisition should focus on both the town's lakes and streams. Often purchases or easements on land adjacent to waterways provides multiple benefits in that they protect the habitat from large-scale development, allow undisrupted function of riparian and aquatic habitats, and provide recreational opportunities for residents and visitors. While it may be impossible to acquire in fee very many linear miles of land adjacent to stream corridors, the town should seek to create cooperative agreements for access with private landowners and protect as much public land as financially feasible.

Continuously connected habitat is of a paramount importance in brooks, streams and rivers. In light of this, it is equally important that road/waterway crossing structures be properly placed so that these habitats do not become disconnected. Structures should attempt to remain with the overall horizontal and vertical alignments of the stream in the general vicinity of the crossing.

Contamination of the town's three major brooks at their origins would pollute their entire length and the Sheepscot River into which they run.

Lack of understanding of the importance of riparian habitat to the survival of species and the key role that forests play in maintaining water quality may undermine efforts to put meaningful protection along streams and around Gardiner Pond.

Although Ward Brook is the town's secondary water supply, there appears to be no regular monitoring of its quality.

Even though water is a resource that pays no attention to town boundaries, Wiscasset does not seem to be participating actively in regional planning to protect surface water.

The 1989 Comprehensive Plan asked for 250' of protection around all brooks, streams, and ponds, but the town has not provided that.

There are still some stormwater drains from private houses in the village that flow into sewerage. Some of the stormwater management system infrastructure is old and not functioning properly; Federal Street's network, for example, is known to be badly deteriorated.

As mentioned in the wetlands section, invasive plant species are becoming a serious problem in lakes, ponds, and wetland areas in other parts of Maine. Purple loosestrife, phragmites, and other invasive plants tend to grow very aggressively, eliminating other species, choking water bodies, and reducing the diversity of plants and wildlife.

Groundwater

Inventory and Analysis. Peter Garrett, Ph.D., a licensed hydrogeologist from Emery and Garrett Groundwater, Inc., in Waterville, interpreted all the data from our excellent series of hydrogeological information maps (created by hydrogeologist John Tewey in the late 1980s at the request of the late Olcott Gates, a geologist and resident of Wiscasset) and state information on wells. He summarized his findings in Hydrogeological Data for Comprehensive Planning, Wiscasset, Maine, August 2004, which, along with the state well survey information, is available in the Town office.

Garrett writes, "Extensive hydrogeological investigations have been completed to explore for additional groundwater resources for public water supply. All were unsuccessful. Thus, we conclude that there are no valuable groundwater resources to be protected for future use by a public water supply." The data gathered in all these investigations contributes to our profile of groundwater in Wiscasset. It is very important to know that we have no real alternative to buying and piping water from the Bath Water District.

"There is currently no limit on the volume of water that the Wiscasset Water District can take [from the Bath Water District]. Thus, there is no need for the town to consider the need to search for additional water supply for the foreseeable future." In a meeting with the Comprehensive Plan Committee, Garrett said that joint planning by the three towns containing parts of the Nequasset watershed would be useful for the continued protection of water quality.

Furthermore, Garrett indicates that the State Plumbing Code and state regulations for the design and operations of septic systems should be sufficient to protect against contamination of groundwater. However, he explains that junkyards are a more difficult case. They have in Maine been known to contaminate local groundwater. But the State does not regulate junkyards, "thus DEP [the U.S. Department of Environmental Protection] will only respond in the case of reported spills."

There were six licensed junkyards in Wiscasset as of December 2004. There are also a number of junkyards that are not licensed. The code enforcement officer has been trying to hold the owners responsible for clean-up with little success.

A map in Garrett's report shows public water mains, major drainage divides, and domestic and public water wells. Another map shows property boundaries and potential threats to groundwater quality as well as locations of "spills and hazardous leaking incidents" reported to the DEP in the 1980s and 1990s. It also shows the locations of known or potential hazardous waste sites, registered hazardous waste generators, and registered underground storage tanks. These maps are available at the Town Office.

Existing Laws and Management/Protection Tools. The Maine State Plumbing Code regulates siting and operation of septic systems.

The town has a junkyard ordinance (Article X, 9.) with performance standards for protection of groundwater from junkyards.

The Wiscasset Fire Department follows state and federal protocols for handling spills of oil, gasoline, chemicals, and other hazardous materials.

The Subdivision Ordinance and the Site Plan Review ordinance require the Planning Board to evaluate how well a proposal protects groundwater from depletion and pollution

The 2004 report by Peter Garrett states that there are no significant aquifers in Wiscasset.

The Nequasset watershed that feeds the Town water supply occupies one corner in western Wiscasset. This is called the Nequasset Watershed District and it has some limitations on land use and provides 75' shoreland protection to all streams up to their headwaters.

Shortcomings of Existing Laws and Tools. The State does not regulate junkyards. The Department of Environmental Protection has time and staff only to respond to reported spills. Lack of enforcement is an ongoing concern. In part, this shortcoming is due to a lack of funds and time to pursue violators and in part, it is due to a lingering culture of tolerance for violations of environmental laws.

Wiscasset's Junkyard Ordinance, though it is quite comprehensive, does not address safe disposal of mercury switches from vehicles.

There is no state or local law to protect the recharge area of a well from contamination due to land use activities in the recharge area. This problem relates to private wells as well as community wells (for mobile home parks, campgrounds, restaurants not on town water).

The Nequasset Watershed District has very limited protection and Wiscasset has apparently participated very little in efforts begun in 1989 to initiate regional planning of the watershed.

Threats. Junkyards, because of solvents leaking into the ground, are one of the biggest pollution threats to groundwater and Wiscasset has seven licensed and several more unlicensed junkyards, including one very close to Ward Brook and one very close to a wetland.

Should anything compromise the quality of Nequasset Lake, Wiscasset has no known sufficient source of groundwater to provide water to residents on town water and sewer lines.

Since approximately 400 Wiscasset households depend upon private wells for drinking water, townspeople should be aware of the following threats to groundwater quality: saltwater intrusion if the well is too close to the river; contamination from septic systems if the well is located too close to a system; location of wells too close to bedrock surface; contamination from uncovered sand and salt piles for road maintenance; leakage from domestic underground fuel oil tanks; leakage from underground storage tanks; hazardous materials facilities; landfills; use of pesticides herbicides, and fertilizers; leaking sewer lines.

In other parts of Maine, salt and chemicals used to de-ice roads have caused contamination of nearby wells. (DOT pays for cleanup if contamination came from a state road.)

Accidental spills of oil or other contaminants on our roadways or railroad tracks could affect private wells in the proximity.

With the decommissioning of Maine Yankee, the storage of spent fuel rods must be acknowledged as a threat to the quality of the waters of the Sheepscot River. Extreme precautions have been taken in the engineering of the contained storage areas.

Wildlife and Unique Natural Areas

Inventory and Analysis. From its tidal marshes and flats to its forests and riparian areas to its ponds, river shores, wetlands, and fields, Wiscasset boasts a wide array of wildlife species. Indeed, every corner of the Town provides habitat for plants and animals like pink lady slipper, brook trout, songbirds, wide-ranging animals, freshwater and saltwater fish and seabirds. These habitats, stretching from the Sheepscot River near Chewonki Neck northwest through the Gardiner Pond, Montsweag Brook, and Ward Brook watersheds are diverse and largely intact. Fish, wildlife, and plant habitat enhance air and water quality and preserve the appeal and character of our community.

Recent studies indicate that property values are maintained and improved through the conservation of habitat. Habitat conservation also contributes to the local economy, providing opportunities to hunt, fish, trap, and view wildlife. This habitat can serve as a woodlot for managing timber, Christmas tree farms, and agricultural purposes. Furthermore, habitat often provides key opportunities for appropriate recreational uses.

For wildlife species such as moose, deer, bobcat, and a variety of migratory songbirds, large, unbroken blocks of land, whether forests, fields, or wetland, offer important opportunities to feed, rest, and raise young. These habitat areas serve as wildlife corridors, provide refuge for an entire suite of wildlife that depends on such large, contiguous tracts for survival. Wiscasset has a number of unbroken blocks of land of between 200 and 700 acres. It also has two very large unbroken areas—6,144 acres in the areas of the Nequasset Watershed District and 8,201 acres in the northernmost part of the Town, northeast of Route 27—that are contiguous to similarly undeveloped land in Woolwich, Alna, and Dresden. These support a wide variety of wildlife.

The saltwater wetlands found along the Sheepscot are some of the most important and productive in the region. Here, a number of migratory waterfowl species make their home, feed, and raise their young. These species, including the American black duck, the snowy egret, great blue heron, and osprey, depend on the rich salt marsh and tidal regions.

The Maine Department of Inland Fisheries and Wildlife has identified a number of deer wintering areas in Town. These include land south of Gardiner Pond; the Sortwell Forest; between Foye Road and Willow Lane; the town's northwestern border with Dresden and northern border with Alna; between the Alna Road and the West Alna Road; on Clark's Point; between Bradford Road and Willow Lane; along Montsweag Brook by the town's border with Woolwich; on either side of the railroad tracks east of Route 1; around Cushman (aka Foote's) Mountain; and on the former Maine Yankee property west and north of the Old Ferry Landing. These areas safeguard and protect deer during Maine's harshest weather.

The Maine Department of Inland Fisheries and Wildlife Beginning with Habitat program identified two Focus Areas of Statewide Ecological Significance. These are the Merrymeeting Bay Focus Area and the Lower Sheepscot River Focus Area. The portion of the Merrymeeting Bay Focus Area within Wiscasset is located south of Route 144 and Old Ferry Road and East of Route 1. This Focus Area includes land known as Chewonki Neck, Young's Point and Maine Yankee and waterbodies known as the Back River and Montsweag Bay. The portion of the Lower Sheepscot River Focus Area within Wiscasset is located north of the railroad trestle and east of Route 218. This Focus Area includes the Sheepscot River.

Merrymeeting Bay has long been recognized as a habitat of special significance for both wildlife and rare plants. The Bay supports numerous bald eagles during the winter. Over 50 species of freshwater fish use the Bay, as well as ten species of anadromous fish, including the rare Atlantic salmon, shortnosed sturgeon and Atlantic sturgeon. At least one rare mussel species inhabits the Bay. The Bay's freshwater tidal marshes support some of the best habitat for certain rare plant species anywhere in the northeast.

The Lower Sheepscot River Focus Area has been recognized as an area of ecological significance. This stretch of river and associated tidal marshes support nesting bald eagles, rare mussels and salt marsh sparrows, and several species of rare plants. The Department of Conservation identifies the Sheepscot River, from the railroad trestle in Wiscasset to Halldale Road in Montville, as an Outstanding River Segment. State statute applies special regulations to development within an outstanding river segments.

The Maine Natural Areas Program (MNAP) has identified two unique "occurrences" in Wiscasset. The first is a stand of hemlock along the Sheepscot River east of Cushman (aka Foote's) Mountain. The second is a section of shoreline owned by the Chewonki Campground and the Chewonki Foundation on the western side of Chewonki Neck. The goal of the Maine Natural Areas Program, which is located in the state Department of Conservation, is to ensure the maintenance of Maine's natural heritage for the benefit of present and future generations.

There are tidal wading bird/waterfowl habitats in the Sheepscot River just east of the town's northern boundary; east and south of the village; along the shoreline of Pottle Cove (and inland just west of the cove) and south of Mason Station; along the shoreline northwest of Berry Island, on Long Ledge (south of Bailey Point); at a site southwest of the intersection of the Old Ferry Road and Birch Point Road; and at places along the shores of Chewonki Neck.

There are inland wading bird/waterfowl habitat areas around the entirety of Gardiner Pond and the wetlands north of it; the wetlands east of the northern end of Route 27; the wetlands southeast of Gardiner Pond, forming the place of the headwaters of Montsweag Brook and along the brook; and around the wetlands in the Nequasset Watershed District.

Streams provide a number of benefits to both the natural ecosystem and humans. First, streams collect and transport water to rivers, ponds, lakes, and the ocean. Second, they reduce the amount of sediment that reach rivers, ponds, lakes and the ocean. Third, streams and their floodplains temporarily store rainfall runoff thereby reducing downstream flooding problems. Fourth, streams and their associated riparian areas often serve as a drinking water source and protective migratory corridor for wildlife. And last, streams are highly diverse and robust ecosystems that support many different kinds of organisms.

Existing Laws and Management/Protection Tools. The town zoning ordinance (Article VI) states that the ordinance intends “to provide the greatest possibly latitude of individual choice for land use while maintaining the character and objectives of the community as determined by its citizens and outlined in its Comprehensive Plan, to...protect spawning grounds, fish [and other] aquatic life, bird and other wildlife habitat...”

The statement of purpose of the town’s zoning ordinance includes protection of “spawning grounds, fish [and other] aquatic life, bird and other wildlife habitat...conserve shore cover...” The Subdivision Ordinance requires the Planning Board to make sure the subdivider’s preliminary plan “Will not have an undue adverse effect on...significant wildlife habitat as identified by the Department of Inland Fisheries and Wildlife or the Town of Wiscasset...” (Article VII, 2.3.3.j).

Maine’s Natural Resources Protection Act (NRPA) regulates activities that may have a deleterious effect on significant wildlife habitat. The Maine Department of Environmental Protection (DEP) may issue a “permit by rule” to allow alterations to habitat under certain conditions. This is a set of standards directing the applicant to carry on activities carefully within a known natural resource feature. The criteria for the permit include: “The activity will not unreasonably harm any significant wildlife habitat, freshwater wetland plant habitat, aquatic habitat, travel corridor, freshwater, estuarine or marine fisheries or other aquatic life.” A partnership of private and public conservation organizations recently completed the Beginning with Habitat project, which provides Maine municipalities with an unprecedented amount of useful if not always definitive information about wildlife habitat. The natural resources map in the Town office derives from this program, the goal of which is for towns to use the gathered, integrated information to maintain sufficient habitat to support all native plant and animal species currently reproducing in Maine.

As part of the Endangered Species Act of 1975 (12 MRSA 7753, 7754, 7755-A), the Department of Inland Fisheries and Wildlife (IFW) may designate an area as an essential habitat for an endangered or threatened species. Then, any activity within the area requires a permit and any activity suspected of affecting an endangered habitat should be brought to the attention of the IF&W. There are two designated bald eagle essential habitats located wholly or partly within the town. The first of these is located at the head of Cushman Cove. The second includes Woodbridge Island in Alna and extends westward into Wiscasset.

Maine’s Mandatory Shoreland Zoning Act requires municipalities to put into the Resource Protection District “areas adjacent to freshwater wetlands, salt marshes, and salt meadows which are rated as moderate or high value for waterfowl habitat by IF&W.”

Shortcomings of Existing Laws and Tools. There is minimal protection of streams and riparian habitat in Wiscasset.

There is no conservation commission in Wiscasset to educate townspeople about the importance of wildlife and habitats and to advocate for protection.

Many people do not know and understand the NRPA. Maine's Department of Environmental Protection has the responsibility of enforcing it but does not have enough staff to do it properly. Wiscasset's code enforcement efforts have not focused on habitat and unique natural areas.

Too few Wiscasset landowners know about the Farm and Open Space Tax Law and the Tree Growth Tax Law, both of which can be useful tools for protecting habitat.

Although the town enforces a subdivision ordinance that requires proposed development to prove it will have no undue adverse impact on wildlife habitat and natural areas, there is no specific mention of the State's Outstanding River Segment requirement found in the State Subdivision Statute. For example, the Sheepscot Shores Subdivision was approved in the 1990's without regard to this statute.

The town's Shoreland Zoning, Subdivision and Site Plan Review Ordinances currently provide only indirect protection for the two Focus Areas of Statewide Ecological Significance.

In the Site Plan Review Ordinance, there is no mention of the developer's need to show significant wildlife habitats on a preliminary site plan.

Although the Maine Shoreland Zoning Act requires areas rated as moderate or high value by the Inland Fisheries and Wildlife for waterfowl habitat and high value for deeryards to be part of the town's Resource Protection District, IFW apparently has not ranked all these areas yet, leaving towns uncertain about what most needs protection.

Threats. Residential and commercial development fragments undeveloped land and converts habitat to places of human activity. The lack of an overarching town open space plan that takes wildlife habitat into consideration results in ongoing, piecemeal destruction of habitat.

There is inadequate protection of streams and riparian habitat in Wiscasset. The town should consider developing plans to protect such areas since they provide positive values and are of increasing scarcity.

Landowners in Wiscasset who need to reduce their taxes and do not know about the Farm and Open Space Tax Law and Tree Growth Tax Law are more likely to sell their land for development.

There is no local enforcement to control disturbance of wildlife habitat that is neither in the shoreland zone nor in a mapped wetland. The protection afforded by the NRPA is inadequate.

Most townspeople, including municipal officials, are unsure about where Wiscasset's high-value habitat areas are.

No particular individual or organization in Wiscasset has the responsibility of looking at the town from the point of view of protecting the most important wildlife and unique natural areas.

There are few, if any, ordinance standards that protect or recognize the existence of two designated bald eagle essential habitats, two Focus Areas of Statewide Ecological Significance and an Outstanding River Segment. The lack of recognition and performance standards within local

ordinances directly related to development within the above-mentioned habitats and areas jeopardizes the healthy existence of these resources.

Scenic Resources

Inventory and Analysis. Wiscasset's scenic resources are important community assets, closely linked with the environment, the economy, and the quality of life here. Features of both the built and the natural world help establish the town's identity for local citizens as well as visitors and passers-by.

The historic village is an extraordinary scenic asset, as documented in the Historic and Archaeological Resources chapter of this plan. However, townspeople also highly value views of the Sheepscot River, undeveloped forestland, and farmland.

As the town visioning session in March 2004 and the survey confirm, there is a generous amount of agreement among people considering the town as a whole. Participants chose four areas of Town again and again as their most important "favorite places": the historic village; the Sheepscot River; the conservation lands west of the village; and Chewonki Neck and the Eaton Farm.

Volunteers on the 1989 Comprehensive Plan committee began to try to document visual assets of importance by photographing them. They also created a "proposed special areas" map showing the location of "scenic views" and "visually significant features"; this map largely affirms the findings of the town visioning session. (The map is available in the map room at the Town office.)

Wiscasset has a tradition of protecting scenic resources. Since the early 20th century, townspeople have shown remarkable interest in maintaining what is beautiful in their town. Citizens have long cared for the harbor, the waterfront and the river shoreline; conserved historic houses, landmarks and buildings; and saved unusual rural features. The founding of the Lincoln County Historical Association in 1954; the gift of forest land on Willow Lane to the New England Forestry Foundation in 1955; the successful effort by citizens in 1973 to place much of the village in the National Register of Historic Places; the 1989 vote by townspeople to make Dickinson Road a "scenic road," keeping it unpaved as one of Wiscasset's last country lanes; the permanent protection of Cushman's Mountain; the citizens' campaign in 1995 to acquire the Morris Farm in order to protect it as working farmland; the gifts of Castle Tucker and the Nickels-Sortwell House to Historic New England; the conservation of the Eaton Farm by the Chewonki Foundation; and the commitments that a number of private landowners have made to assure that their rural land will remain undeveloped -- all of these acts have contributed to the quality of life in Wiscasset and given the town a unique visual identity and legacy.

Because Wiscasset is intently focused on stabilizing its economy, this is an important time to take steps to protect scenic resources. They provide many benefits to Wiscasset. Some places are "scenic" because people are carrying on traditional natural-resource-based work (fishing, forestry, and farming). These areas have additional values as wildlife habitat and for recreational opportunities. The Town's waters, forests, and fields also attract people who like to boat, fish, run, ski, trap, walk, snowshoe, hunt, swim, camp, bicycle, horseback ride, picnic, birdwatch, and ride off-road vehicles.

Scenic resources are also key tourist attractions. Tourists come to Maine to experience the beauty and history of its villages and its working and wild landscapes. These features contribute to the local economy, because visitors eat at local restaurants, shop at local stores, stay in local bed-and-breakfasts

and motels. Other types of businesses often locate in towns where the quality of life will appeal to their employees.

The economic benefits of protecting scenic resources are clear. But there are other reasons to value these assets. Towns that take pride in their visual heritage are usually strong communities. As development pressure increases, there is a need to take action to protect the views and features townspeople value, for those are in part what make Wiscasset a good place to live, work, and visit.

Existing Laws and Management/Protection Tools. Article VII 2.3.3, j. of the Subdivision Ordinance requires that the project “[w]ill not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline...”

By enrolling land in the Farm and Open Space Tax Law or Tree Growth Tax Law programs, landowners can protect undeveloped land and reduce their tax burden.

Article VIII, Section 6.1 in the Site Review Ordinance gives a mild guideline to “preserve and enhance the landscape.” Section 6.5 aims broadly to protect “natural beauty,” by requiring that “the development will not have an adverse effect on the scenic or natural beauty of the areas, including water views, sites, or rare and irreplaceable natural areas.” Section 6.6.1 calls for proposed structures to relate “harmoniously to the terrain and to existing buildings in the vicinity which have a visual relationship to the proposed building” and requires buffer strips between uses.

In 2003, the State Legislature added new provisions to the Natural Resources Protection Act (NRPA) for “assessing and mitigating impacts to existing scenic and aesthetic uses...resulting from activities in, on, over, or adjacent to protected natural resources subject to the Natural Resources Protection Act, pursuant to 38 M.S.R.A. § 480-D (1).”

Shortcomings of Existing Laws and Tools. Documentation of the town’s scenic resources is incomplete and with the exception of public input from the public visioning session and the Comprehensive Plan survey, the town has no ranking with which to prioritize protection efforts. Even with the mention of scenic value in the Subdivision Ordinance, the Planning Board has little to allow it to take these resources into account in the permit process. NRPA’s regulation of impacts to scenic and aesthetic uses relating to protected natural resources is new and unfamiliar.

Threats. While appreciation of the historic village has slowly grown, there has been little formal appreciation of the value of Wiscasset’s natural setting or aesthetic assets. Complacency and the feeling that scenic assets involve subjective opinion and thus are not within the realm of town affairs are definite threats.

Because of the dramatic rise in taxes in Wiscasset since the closing of Maine Yankee, much effort is going into attracting development and expanding the tax base. Growth at a fast pace without appropriate protections could jeopardize some of the qualities that make the Town appealing.

The location of the proposed bypass could affect a number of scenic assets.

Open Space

Inventory and Analysis. There are more than 2,000 acres of land in Wiscasset currently preserved in some way from development, either through forest management, easements, classification under the Farm and Open Space Tax Law or the Tree Growth Tax Law, restricted deed, or ownership by a conservation entity.

Not all of this acreage is protected in perpetuity. About 735 acres are in the southeast part of Wiscasset, comprising the Chewonki Foundation's holdings. About 702 contiguous acres lie west of the village, part of what many people call the "greenbelt." This includes the Morris Farm (fields and some forest owned by a non-profit organization); the Sortwell Memorial Forest (99 acres of managed forest, classified under the Tree growth Tax Law and owned by the non-profit New England Forestry Foundation); and 171 acres classified as "open space" under the Farm and Open Space Tax Law. The Town owns a contiguous, undeveloped parcel of approximately 90 acres as well as two schools in this area. On Clark's Point there are 167 protected acres (and there is currently talk of more land there being protected) and another 10 are protected around the headwaters of a stream that feeds into Polly Clark Brook. Approximately 622 acres in total are classified under the Tree Growth Tax Law. Most of this land is along the town's northern boundary with Alna, in or near the Nequasset Watershed District, south of Gardiner Pond, north of the Foye Road, and, as mentioned above, in the Sortwell Memorial Forest...

These open spaces, combined with areas that shoreland zoning regulates, do much to affirm and maintain the rural character of Wiscasset. They make possible many types of outdoor recreation. They provide important wildlife habitat and environmental benefits. And they help keep taxes down by sparing the town the costs of services that residential and commercial development requires.

Wiscasset has an unprecedented opportunity to nurture public appreciation and use of its open space and to link some of its most important undeveloped lands by creating trails for recreation and protecting wildlife travel corridors. This idea is already underway. First, the Chewonki Foundation hopes to establish a trail from the Eaton Farm, which the foundation now owns, through the protected Cushman (aka Foote's) Mountain land, up to the Mason Station (now Point East) property, where it may link to a proposed footbridge to White's Island, if all property owners and the Town reach agreement, and then to the village. Second, the Morris Farm Trust (just northwest of the village center) has a trail that connects with a network of trails in the Sortwell Memorial Forest. The forest abuts the Old Stone Farm, which has a public-access, pedestrian trail that runs west all the way to the power line and beyond to Montsweag Brook.

The greenbelt links the Wiscasset Primary School, the Wiscasset Community Center, the Wiscasset High School, the office of the Wiscasset School Department, and the 90-acre Town-owned parcel mentioned above.

Existing Laws and Management/Protection Tools. The Subdivision Ordinance includes cluster housing regulations to "encourage housing development that will result in open space and recreation...a more creative use of the topography to save lands that should not be developed and the preservation of the existing landscape features to the greatest possible extent" (Article VII, 3.1). This would result in common open space for conservation and recreation.

The Subdivision Ordinance, Article VII, 2.3.3.j. requires the developer to prove that the project “will not have an undue adverse effect on the scenic or natural areas or any public rights or physical or visual access to the shoreline; significant wildlife habitat as identified by the Department of Inland Fisheries and Wildlife or the Town of Wiscasset shall be considered during subdivision review, as well as the watershed of any lake or pond.”

Wiscasset landowners have used a variety of strategies to conserve land. For a small town, we have made a remarkable variety of efforts! These include conservation easements, purchase of land by a conservation organization, donation of land to a conservation organization, classifying land under the Farm and Open Space Tax Law and the Tree Growth Tax Law, and the decision by private landowners to put their land in a forest management plan instead of selling it.

Shortcomings of Existing Laws and Tools. The cluster housing regulations apply only to those developers who voluntarily agree to create this kind of subdivision.

It’s possible to take land out of “tree growth” and “open space” tax designations. Some landowners have private forest management plans but there is no long-term legal restriction on their ability to develop their land.

There is no town open space plan to address the overall effort to protect open space and to link large contiguous undeveloped parcels with trails.

Threats. Ongoing piecemeal development means the potential loss of important open space, which could permanently change Wiscasset’s character from rural to suburban. This would have environmental consequences and could severely limit townspeople’s access to natural areas and undeveloped land. Furthermore, isolating open spaces without linking them would cut off the movements of certain animal species, making it impossible for some to live in Wiscasset.

The location of the proposed bypass could affect a number of open space areas.

Farmland

Inventory and Analysis. Farming has traditionally been an important part of Wiscasset. Milk and cream, vegetables, apples, raspberries, hay, eggs, wool, beef, chicken, pork, lamb – town farmers have produced all these and more through the years. Farm families helped shape Wiscasset. But farming is not easy here. A relatively small amount of contiguous farmable acres limits the town’s agricultural production. Wiscasset’s good agricultural soils occur in small, dispersed patches and the town’s farms are, therefore, small and spread out.

This is not entirely a drawback, however. Recent research has shown that the size of farms in New England is decreasing but the *number* of farms is increasing. The small, diverse farm, often marketing directly to a large community, is proving to be a durable model in this region.

Most of the agricultural soil in Wiscasset is on the heavy side because of the presence of clay, so is best suited for grazing livestock and producing hay although vegetable production is certainly possible. As of this writing, Wiscasset has three small farms that raise beef cattle; an organic vegetable and livestock farm; two educational farms (the Morris Farm and the Chewonki Foundation farm) that sell

raw milk (the Morris Farm also sells organic eggs, chicken, turkey, and beef); and a new Alpaca farm. Three of these farms are protected from development.

About 80 acres of the town's active farmland lie in Wiscasset's "greenbelt," a tract of about 702 acres of preserved land west of the village. No land in Wiscasset is classified as "farmland" under the Farm and Open Space Tax Law. The agricultural fields in use on the Dickinson Road are protected by easement. Inactive fields on the Foye Road are classified under the Tree Growth Tax Law.

A summary of the benefits of farming to Wiscasset follows.

- Economic: Wiscasset's farmland is an economic asset to the town because it requires no town services: no children to be educated and bussed, no roads to maintain, no extra water to provide or sewage to treat, and no need for larger fire and police departments. This land contributes tax dollars to the town's cash flow, while it saves the town all the costs of a residential or commercial use. Also, farms generate jobs and are a tourist attraction, bringing outside money into our local economy. Finally, with the nation's increasing interest in organically raised foods, farms in Wiscasset have an opportunity to get a foothold in this lucrative and growing industry.
- Recreation: Open fields make possible an array of outdoor activities for townspeople and visitors. With the permission of the landowner, they are spaces for walking, biking, cross-country skiing, horseback riding, hunting, enjoying picnics, snowmobiling, and riding all-terrain vehicles. Aside from the pleasure they bring, these activities have indirect economic value.
- Food security: In a time of heightened threats due to terrorism and the escalating occurrence of livestock diseases (such as Mad Cow disease and the Avian Flu), it is important to start thinking seriously about what parts of the country, or the world, produce and supply our food. It is prudent for every town to protect its farmland, not only for present use but also for a time when we might have to depend much more heavily upon local sources for our food.
- Community: Many people in Wiscasset have fond memories of visiting a family farm, whether it belonged to grandparents, aunts and uncles, or distant relatives. Our attraction to the life that thrives on a farm (and the good food it produces) is historical and undeniable. A farm breeds a natural sense of community; there is always physical work to be done, and a dozen eggs and new friends to be won by the neighbors who offer a hand. The establishment and success of the Morris Farm, formerly a family farm and since 1994 a non-profit community farm for education, and the thousands of people that stream through its doors every year are testament to this.
- Aesthetic: The beauty of open fields filled with lush summer crops, a pasture of hay waving in the breeze, or livestock peacefully grazing on a sunny afternoon – these are irreplaceable components of the Wiscasset landscape that delight many townspeople and visitors.

Existing Laws and Management/Protection Tools. By Constitutional amendment, the State of Maine allows three exceptions to its valuation of land at "fair market value": active forestland; farmland; and protected open space. This is called the Farm and Open Space Tax Law. The aim of the law is to allow landowners who maintain their land as a natural resource to be taxed at a lower rate than landowners who develop their land or keep their development options open. A Wiscasset owner of farmland can enroll the land if it includes at least five contiguous acres and has earned at least \$2,000 in two of the five calendar years before the application is made. The acres can be woodland, cropland, pasture, or orchard. The food that a family grows and then consumes on the land is counted

as part of the \$2,000. If a landowner withdraws their farmland in the first five years, the penalty is the difference between the taxes that would have been paid and those that were actually paid. If farmland is withdrawn after more than five years, the penalty may be paid in installments.

Shortcomings of Existing Laws and Tools. It seems that few Wiscasset landowners know about the Farm and Open Space Tax Law and there is considerable misunderstanding of the penalties assessed if a landowner decides to sell the land for development after enrolling, or withdraws from the program for another reason.

There appears to be nothing in the town ordinances to encourage landowners to keep large tracts of land in agricultural use, thereby maintaining the traditional, productive, rural setting for Wiscasset's historic village.

Threats. The State of Maine is losing its farmland at an alarming rate. Wiscasset has been witness to neglect or development of a good portion of its farmland, but has also had the exceptional opportunity to watch a portion of it remain in active farmland thanks to preservation efforts. But development pressure on outlying parts of the town is presently threatening remaining farm and forest land. This land needs to be protected against poorly planned (or unplanned) and unregulated residential and commercial development. The fragmentation of parcels of farmland makes it increasingly difficult to undertake revenue-producing farming.

Wiscasset's farmland is also threatened by the harsh economic realities of the small-scale farm in America. It is very hard for small-scale, local farmers to compete with the prices of food from the large, highly subsidized farms of the western U.S. The high, and rising, land prices of the midcoast area exacerbate the problem by making it nearly impossible for new farmers to buy land here on a farming income.

There is no municipal body to advocate for and promote farming in Wiscasset. While the Morris Farm does an excellent job of advocating for farming on the regional scale, they are not focused specifically on the Town of Wiscasset. The town has no system for permanently protecting farmland. Nobody is formally identifying prime farmlands around the town for private or public acquisition for permanent protection.

As development progresses, there could be conflicts between farms and residential and commercial uses neighboring them.

Forests

Inventory and Analysis There are thousands of acres of forest in Wiscasset. Forests play an important role in establishing the town's rural character and provide many other benefits to townspeople.

Some of Wiscasset's forest land is protected to various degrees. The 90-acre Sortwell Memorial Forest is owned by the non-profit New England Forestry Foundation. The Chewonki Foundation owns the Cushman Mountain Preserve along the Sheepscot River where there is an exemplary stand of hemlock forest (a state-mapped Maine Natural Areas Program "occurrence"). There are also constraints on the development of 167 acres of Clark's Point, several hundred acres in the "greenbelt" west of the village, and 10 acres on Polly Clark Brook.

Landowners of some other forests in town have put their land under a forest management plan. There are approximately 622 acres in Wiscasset classified in the Tree Growth Tax Law category. This requires the landowner to have a plan, and a licensed forester must every 10 years verify that the landowner is following it. Still other forests, such as the 200-acre Rafter-Holbrook forest on Bradford Road, are under a private management plan.

Although this section of the natural resources chapter focuses on large tracts of forested land primarily in the rural areas, it is important also to acknowledge the importance of trees to the village. Their environmental benefits are mentioned in this section. Their aesthetic benefits are acknowledged in the Scenic Resources section of this chapter.

A summary of the benefits of forests to Wiscasset follows.

- **Environmental:** The forest contributes in important ways to the environmental quality of the town. The forest harbors a mosaic of thousands of plant and animal species that depend on this habitat for survival. For many species, it is not simply forestland but the number of contiguous acres of forestland that is important for survival. The forest canopy mitigates the fall of rainwater, permitting slower, less erosive entrance into the soil. Trees hold soil with their extensive root systems. Deciduous trees produce oxygen and eliminate carbon dioxide. Forests play an important role in water quality: forests adjacent to waterways moderate water temperatures, filter sediments and contaminants, stabilize shorelines, and contribute nutrients to support aquatic food webs. The trees that line the streets of the village also help maintain water quality by minimizing the flow of rain water – which picks up pollutants and trash – into the Sheepscot River. They, too, absorb the carbon dioxide that automobiles emit. They also help cool the village in hot weather.
- **Recreational:** Many of the favorite recreational activities that Wiscasset residents enjoy depend on forestland. Hunting requires the existence of a diversity of plants, animals, habitats, and ecosystems to support large populations of the particular game sought. This diversity is made possible only by the existence of large tracts of contiguous, healthy woodlands. Expansive woodlands also increase the enjoyment and safety of hunting. The scenery and solitude provided by long trails through uninterrupted woodlands enrich hiking, mountain biking, walking, snowmobiling, cross-country skiing, snowshoeing, and ATV riding.
- **Economic:** The economic benefits of maintaining large tracts of woodland are manifold. Individual landowners, of course, can realize significant direct income from the sale of wood, if the parcel is large enough and well managed. The people who do the work – cutting, skidding or hauling wood – also benefit from jobs, as do those who run businesses catering to the needs of woods workers. Businesses that cater to recreation, particularly hunting, also benefit from forests. Like farmland, forestland is a net economic gain to the town because it does not require the expensive services that housing and commercial development need.

Existing Laws and Management/Protection Tools. The Tree Growth Tax Law provides for a productivity tax; the tax is assessed based on the type of forest cover. The rate of taxation does not exceed the amount that can be derived from annual growth. All enrolled parcels must have a forest management and harvest plan; this is subject to review and updated as needed by a licensed professional forester at 10-year intervals. The State reimburses the Town up to 90 percent for lost revenue due to the program.

Any change of usage must be reported to the tax assessor. The penalties for taking land out of classification are: the landowner must pay 30 percent of the difference between the tax as market value and tax as woodland under the program if the land has been in Tree Growth for 10 years or less; if the land has been in Tree Growth for more than 10 years, the penalty diminishes 1% each year for up to 20 years. After that, it remains at 20%.

In the Shoreland Zoning Ordinance, there are specific standards for harvesting and clearing trees in the shoreland zone (Article VII, A.3.1- A .3.3).

Cluster zoning regulations in the Subdivision Ordinance (Article VII, 3) allow the kind of development that could conserve forest land as common open space.

Shortcomings of Existing Laws and Tools. There is nothing but the landowner's will to keep land in private forest management plans from eventually being developed. Landowners can take their land out of the Tree Growth Tax Law status with relatively minor penalties.

Cluster zoning is purely voluntary. There is nothing in the ordinances aimed specifically at protecting forests.

Threats. As Maine's population expands northeast up the coast, development pressure is increasing in Wiscasset. One-acre zoning in the rural sections of the town encourages fragmentation of the forest into parcels unsuitable for profitable forest management. Rising taxes also assert pressure on forests by driving landowners to subdivide woodlands in order to reduce taxed property and earn income to cover tax bills.

Poor forest management practices, which reduce the long-term economic and environmental value of the woods, can also be a precursor to the subdivision of wooded land.

There is a lack of overview of forest resources in Wiscasset and no advocacy to landowners to promote classification of land into Tree Growth. There is no purposeful effort in the town to protect forests.

Because Wiscasset has for many years had a great deal of forest land, townspeople have little sense of its value.

If the Town creates regulations for mandatory cluster housing or conservation subdivisions, there is a need for appropriate stewardship of the land.

Marine Resources

This section focuses on the Sheepscot and Back rivers as sources of marine-dependent fisheries and work. Other important assets of marine resources are addressed in the Wildlife and Unique Natural Areas section and the Scenic Resources sections of this chapter, as well as in the Recreation chapter.

Inventory and Analysis

1. **Wiscasset Harbor.** The Town of Wiscasset is approximately 13 miles from the mouth of the Sheepscot River. The Wiscasset portion of the Sheepscot is well known for its deep, ice-free access and well-protected harbor – one of the deepest harbors in the state. The river was essential in the development of the town and has served commerce from the earliest days of settlement in the late 1600s. Wiscasset Harbor and the surrounding waters continue to provide access to commercial fishermen, recreational boaters, an occasional passenger vessel, and, until the closure of the Mason Station power station, barge traffic.

- **Boating resources:** Wiscasset's mooring field off of the Town Landing contains approximately 115 moorings. The moorings are private, their locations determined by the Town harbormaster. The number of boats has remained somewhat constant for the past few years. There is considerably more capacity for moored boats, but as moorings are placed in deeper water, boats require greater swinging room and become more spread out.

The Town pier plays a diminished role in commercial fishing as most of the lobstermen have moved their operation to the North End Cooperative. It does occasionally provide dockage for large transient vessels.

The Town docks are intended to be for loading and unloading of passengers and gear. They also provide a place for tenders to be located.

The Wiscasset Yacht Club also plays a vital role as a resource for area boaters. Their float also provides side tie dockage for boaters to load and offload passengers and gear. The club is private but not exclusive.

There are no commercial marinas in the Town of Wiscasset. For a variety of reasons -- lack of parking, insufficient depth, exposure, and others -- it is unlikely that there would be a marina built in the area of the Town Landing. Point East/National RE/sources, current owner of the Mason Station, has received local and state approval's to construct and operate a marina at this site.

Modern docking facilities would undoubtedly be very popular in the area. Dockage is very limited along the coast and is in great demand.

Recreational boaters and clam diggers and wormers use the boat ramp at the Town dock (see Boat Ramps, under Public Access, below).

- **The wastewater treatment plant:** The Town of Wiscasset built a modern wastewater treatment plant on the waterfront in 1976. The facility is operated by the town but is governed by the Maine Department of Environmental Protection (DEP) and the DMR. The

facility operated at a level of less than 30% of its capacity in 2004. Chlorine is the active agent used in the treatment of wastewater. Once treated, wastewater is discharged into the river. This water is tested for chlorine, metals, and fecal bacteria.

2. Public access to the Sheepscot River - from south to north:

Public access to the Sheepscot River is available at a number of locations including:

- Points on Chewonki Neck
- Eaton Farm property (now owned by the Chewonki Foundation)
- Old Ferry Landing
- Land north of the ferry landing (This land has traditionally been used by the public and has just come under the ownership of National RE/sources.)
- Cushman (aka Foote's) Mountain (owned by the Chewonki Foundation)
- White's Island (This property is private but has traditionally been open to the public until recently, when the demise of the footbridges to the island and some discord between the Town and the owner made the continuation of public access uncertain.)
- Wiscasset Town Landing on Water Street
- Creamery Pier
- Wiscasset Middle School

Boat ramps:

- Town Landing: This boat ramp is actively used by clam diggers and wormers throughout the year. During the summer months, it is an easily accessed and a popular launch location for recreational boaters. It has adequate parking for vehicles and trailers. It has floats that allow for loading and offloading of passengers and supplies. It also has bathroom facilities that make it popular with families.
- Old Ferry Landing (just north of Maine Yankee): There are two ramps at this location. It is generally used by commercial fishermen and recreational boaters alike. It has a large parking area and is easily accessed from Route 1.

3. Fisheries. With a tidal range of approximately 6 to 11 feet, there is a significant volume of salt water entering and exiting the surrounding area by way of the Sheepscot River and the Back River with each tide. The phytoplankton (microscopic drifting plants) and zooplankton (microscopic drifting animals) carried upriver by the tide provide sustenance to an abundance of life in the tidal waters of the surrounding region. These microscopic organisms at the bottom of the food chain are consumed by a variety of animals and shellfish in the waters surrounding Wiscasset, including clams, scallops, urchins, periwinkles, mussels, lobster, crabs, and shrimp. Shellfish, in addition to their resource value, contribute to improving local water quality by filtering large amounts of seawater. They also play a vital role in the food chain for many local birds, mammals, and fish.

The degree of interaction and interdependence among the food producers and consumers in the Sheepscot underscores the delicate challenge of preserving a healthy ecosystem along Wiscasset's extensive shoreline. It is the citizens of Wiscasset and the surrounding

communities who can do the most to minimize adverse effects and to strive to maintain a healthy aquatic environment for all species.

A summary of most important species present in Wiscasset's salt waters follows.

- **Worms.** Wiscasset enjoys a reputation as the “worm capital of the world.” There is a market to sport-fishermen and retailers for both bloodworms and sandworms, which are found in most of the intertidal flats in town. Other than the license that the Maine Department of Marine Resources (DMR) requires for those harvesting in excess of 125 worms per day, there are no regulations on worming. Wormers are not required to report their catch. Therefore, only estimates may be given about the size of the catch and its monetary value. Some have estimated the income in this region to be as high as \$5 million dollars, making this the most valuable fishery in the town. There are thought to be more than 150 local men and women working regularly in this enterprise. Perhaps as many as 100 more are involved on a part-time basis.

Reports suggest that this fishery is very healthy although diggers say they must spend more time finding worms than they did in the past. Only over-harvesting seems to be affecting the supply. The market price has been on the rise, and pressure on this resource will only increase.

- **Shellfish**

Soft shell clam. Soft shell clams make up one of the largest fisheries in the Town of Wiscasset. Presently there are 14 licenses granted by the town for clamming. Dealers report the clam harvest to the Department of Marine Resources (DMR). The DMR tracks the fluctuations in the harvest and compares them to those of other communities. The harvest fluctuates based on the opening and closing of beds for conservation, market value, and seasonal demand.

Based on the reports by the DMR, the clam fishery as a whole appears to be in decline as a result of a diminishing supply. The Wiscasset Shellfish Committee chairman reports that there is a noticeable reduction in the number of juvenile clams. To address this, there has been an effort on an annual basis to harvest juvenile clams from other communities and seed them locally, primarily in the Back River area. The Shellfish Committee also recommends which beds should be closed for conservation.

The reason that the clam harvest is in decline is not clear. There do not appear to be any water quality issues. Other factors affecting mortality are over-digging and predators, including bloodworms and green crabs. There is some question as to whether heavy digging of worms may be affecting the health of the clam beds, as there is some overlapping of the beds.

Lobsters. The Sheepscot and surrounding waters of Wiscasset, Westport, and Edgecomb are worked by a group of lobstermen who have established themselves as the North End Cooperative, located on the north end of Westport Island. There are presently 17 boat owners that make up the co-op, nine of whom are from Wiscasset. All landings are reported through the co-op as having been landed on Westport Island, therefore there are no landings

reported in Wiscasset. The annual landings are reported by the co-op to be 224,000 pounds in 2002 and 219,000 in 2003. There is a trap limit set in this region at 600 traps per boat although some boats do not set the maximum. Co-op members set approximately 7,500 traps in the area.

This fishery is a very important resource for the area and is the primary source of income for many families of the boat owners and, in many cases, sternmen employed by the boat owners. Boat owners must also purchase bait, fuel, traps, and marine and engine supplies to support their operation so their work supports those businesses as well.

Scallops. There is a very modest scallop fishery and they are only occasionally harvested.

Periwinkles. Reports of landings of periwinkles are voluntary, so the DMR has little information about this fishery. One person is making regular landings of periwinkles in the midcoast area. More research needs to be done to document this fishery, which thrives on rockweed.

- **Rockweed, Seaweed, and Eelgrass.** Grasses grow generally in Wiscasset's intertidal areas along rocky shorelines as they do throughout coastal Maine. Grasses are primary producers converting inorganic (e.g., phosphate and nitrate) nutrients into organic matter for grazers. They play an essential role in removing nutrients and trace metals and converting them into useable products for commercial and ecological use. By removing nutrients and metals (e.g., arsenic, copper, zinc) from the water column, they help maintain water quality. Grasses are also critically important in the ecosystem because they act as a nursery for crabs, lobster, shrimp, mussels, periwinkle, and many small and juvenile fish that use the grasses as shelter.

Rockweed is harvested periodically in the area and transported to processors where it is made into animal diet supplement, fertilizer, and a stabilizer in foods and cosmetics. It is also used locally in the transportation of lobster and bloodworms. The harvest methods and season for rockweed are regulated by the DMR to reduce impact on the bottom.

In Maine, the life span of rockweed ranges from three years of age to 16 years of age. Rockweed grows slowly; therefore the recovery period for damaged or uprooted rockweed can be decades. The importance of this resource cannot be understated for the health of the area's water quality.

- **Finfish.** There is no commercial fishing for finfish in the upper Sheepscot River. There are, however, many species of fish that either live in the Sheepscot or return to spawn.

Alewife. The alewife is an anadromous fish (one that returns from sea to spawn) that has enormous importance to the rivers throughout Maine. The Sheepscot River is not known to have a large population of spawning alewives. Among other baitfish, alewives attract striped bass and other predator species up the Sheepscot. They are a source of protein to birds, including osprey, eagles, and cormorants. They also carry the larvae of mussels.

Atlantic salmon. The Sheepscot River is designated by the state as one of the seven Atlantic salmon rivers and is a "Designated Population Segment" River for the endangered

Atlantic Salmon. Efforts are underway by the Maine Atlantic Salmon Commission to fund local conservation groups' efforts to improve water quality and habitat for critical spawning runs. This program has been largely funded by the Sheepscot Valley Conservation Association, whose efforts have been focused further upriver, on the West Branch of the Sheepscot. The restoration of the Atlantic salmon in the Sheepscot is, thus, a regional issue. The Maine Atlantic Salmon Commission at Maine Department of Marine Resources should be consulted for comments concerning management strategies.

Striped bass. There is recreational fishing for striped bass although they are not as abundant in the upper Sheepscot as they are in the lower Sheepscot. They pursue mackerel and other baitfish up the river in the middle to late summer season. The value of this recreational fish statewide is quite large -- estimates run into the tens of millions. There is an ever-growing resident population in the Sheepscot, and the future is promising for this fishery.

- **Aquaculture.** There is a private operation, Pierce Associates, leasing space at the Mason Station property. They are currently licensed by the State of Maine and U.S. Army Corps of Engineers to produce rainbow (i.e., steelhead) trout, brown trout, Arctic char, and brook trout. They currently have a lease with the DMR and the U.S. Army Corps that includes a 3.1-acre tract of water rights extending to 2008. Due to the close proximity to the Mason Station, state and federal leases are contingent on an access agreement with the owners of the Mason Station property. If they cannot work out a lease arrangement with the new owners that extends through 2008, then Pierce Associates will have to consider alternatives either to relocate or to cease operation. The operation completed a trial run with rainbow trout and is now ready to proceed with further production. They began to explore the possibilities of producing Atlantic cod, haddock, and halibut. With the collapse of North Atlantic groundfish stocks and the pending restrictions, these species are being seriously considered as a viable alternative to salmonids for aquaculture.

4. Planning issues relating to marine resources

- **Maine Yankee marine study:** In the summer of 2004, Maine Yankee funded an independent study of off-site and intertidal zone sediments adjacent to Maine Yankee property to determine how radioactive effluent discharges are distributed in the sediment. Two previous studies had been conducted and apparently showed low levels of radionuclides. For Maine Yankee's purposes, these studies were intended to further enhance public confidence in the operation and decommissioning of the facility.
- **Birch Point/Mason Station property:** The 33-acre Birch Point property has been the location of the Mason Station generator since it was constructed in the late 1930s. It is an important and prominent location on the Wiscasset waterfront. When FPL Energy Inc. placed it on the market in 2003, there was concern among area residents about its intended use by new owners. At issue was whether or not the site would be purchased for heavy industrial use (such as a rail-to-barge transfer facility for cement) or a use more compatible to the town and its scenic and natural-resource-based waterfront environment (such as a marina/retail/technology-park-type of facility).

National RE/sources from Greenwich, Connecticut, purchased the Birch Point property. National RE/Sources, through its subsidiary Point East, is pursuing the development of a maritime village and marina.

- **Maine Yankee property:** National RE/Sources has also purchased 441 acres of land along the Sheepscot River owned by Maine Yankee. Proposed development of this property with a technology park and housing could impact use of the Old Ferry Landing.
- **Shoreline trail:** There has been considerable discussion about the possibility of linking a trail from the Village of Wiscasset to the Chewonki Foundation property (Cushman or Foote's Mountain; the Eaton Farm; and Chewonki Neck). This pedestrian path would be an extraordinary achievement in the region and would certainly be welcomed by the public.

Existing Laws and Management/Protection Tools. Maine's Mandatory Shoreland Zoning Act protects 250' along the Sheepscot River.

A town waterfront committee was established to advise the Board of Selectmen regarding harbor and waterfront facilities, uses, and regulations. Further, a harbor master position exists to enforce the harbor rules and the use of the Town wharves and floats. These rules are articulated in the Town of Wiscasset Port and Harbor Ordinance and include the use and management of moorings, wharves, and floats; revenue collection; and pollution control.

Wiscasset has a Shellfish Conservation Ordinance (Article X.6) that establishes a Shellfish Conservation Committee and regulations regarding licensing, limitations, and openings and closings of harvesting flats. The committee is sometimes more active than others.

The Maine Department of Environmental Protection (DEP), with the authorization of the U.S. Fish and Wildlife Service, administers the Pump-Out Grant Program, part of the Clean Vessel Act. The purpose of the Clean Vessel Act is to reduce the pollution from vessels by providing a method for disposing of human sanitary waste. Improperly disposed waste from marine sanitary devices (MSDs) often cause serious water quality problems. Through this program, the Town of Wiscasset installed a pump-out on a float at the Town Landing in 2003. There is a modest fee for this service (\$5.00) to boaters that may encourage or discourage the use of this facility.

Shortcomings of Existing Laws and Tools. The current Shoreland Zoning Ordinance is inadequate to protect the resource from removal or disturbance of habitat caused by dredging or filling and blasting of ledges, sediment loading, and overturning of rocks; nor is there a way to protect marine waters from the re-suspension of sediments from turbidity. Local ordinances do little to support the protection of the Sheepscot and Back rivers.

The town ordinances do not include overboard discharge (both sanitary waste and oil) in the list of prohibited pollutants. Overboard or "raw" waste from boats is a significant problem in many harbors in Maine. Raw or untreated waste is known to contaminate shellfish beds and lower oxygen levels. Shellfish in contaminated areas can also transmit waterborne diseases. Organic material decomposes in the water through the work of bacteria. During this process, the bacteria use oxygen. As a result, raw sewage may deplete water's oxygen level, causing stress to fish and other aquatic animals.

The effectiveness of the Shellfish Conservation Committee depends on volunteer participation.

Threats. A drop in water quality would negatively affect many of the species currently living in the Sheepscot and Back rivers in Wiscasset. Such a drop might occur because of non-point source pollution such as runoff from agricultural and upland construction activities, nutrients, chlorinated effluents, oil pollution, storm water, road salts, pesticides, or raw sewage. The wastewater treatment plant uses chlorine, which is a threat to worms and shellfish.

As development, both commercial and residential, along the shoreline increases, there could be a significant loss of traditional public access to the waterfront both for fishermen and harvesters and for those involved in recreational use. In addition, because Wiscasset is strongly focused on economic development, protection of the shoreline may drop in priority.

As the debate over the possibility of Dragon Cement moving to the Mason Station made clear in 2003, there is considerable tension around the issue of the U.S. Coast Guard's requirement of a navigable channel between the harbor and the sea and lobstermen's current use of the channel to set traps. Some communities in southern Maine and also in New Hampshire are having great difficulty controlling non-native invasive plants (such as loosestrife, phragmites, and Eurasian milfoil) in their waters.

There is concern in Maine that when towns dump salted snow into water bodies, the level of salinity in the water goes up, and this often occurs during the time of year when many marine species are reproducing.

Development at the waterfront and along the river (such as the Mason Station development) could bring with it an increase in light that would degrade the harbor and the shoreline.

6. PUBLIC FACILITIES AND SERVICES

There are a number of public facilities and services available to the residents of Wiscasset. Some of these are provided by the Town, but many others are made available by volunteers and private groups and organizations. The following paragraphs contain a summary of the Town's government and its facilities and services. **Note:** The Municipal Government's Capital Investment Plan is incorporated within the Appendices Section (Appendix F) of the Comprehensive Plan. The Wiscasset School Department Capital Investment Plan is incorporated within the Comprehensive Plan by this reference and is available at the Wiscasset School Superintendent's Office.

Municipal Government and Administration

The Town of Wiscasset is governed by the Selectmen/Town Manager/Town Meeting form of government that includes both elected and appointed officials. The Board of Selectmen is composed of five residents who are elected to the Board with staggered terms of office. Under this system, the municipal officers remain the executive body, establish policy and instruct the Town Manager to implement said policy. Administrative duties are performed by the Town Manager according to the Maine Town Manager Plan outlined in State law because the Town does not have a local charter. In 2006, the town moved to secret ballot voting.

Town Office Staff. The Town Office staff includes:

- Town Manager
- Town Clerk
- Treasurer
- Assessors' Agent
- Code Enforcement Officer
- Accounts Payable/General Assistance Clerk
- Planning and Development Director
- Administrative Assistant/Office Manager

Boards and Committees. The following is a list of the standing and ad hoc boards and committees:

- Planning Board
- Budget Committee
- Waterfront Committee
- Transportation Committee
- Comprehensive Plan Committee
- Ordinance Review Committee
- Airport Advisory Committee
- Shellfish Committee
- Cemetery Committee
- Capital Improvement Advisory Board

Major Town Properties

Table 1 contains a listing of major properties owned by the Town of Wiscasset. The list includes properties with structures on them, as well as wharfs, rental or lease properties, parks and major open space parcels.

Table 1 Major Town-Owned Properties				
Description	Address	Map/Lot	Acreage	Comments
Buildings				
Municipal Building	51 Bath Road	U05-001	1.96	Municipal Complex
Municipal Parking	Middle Street	U01-035	0.15	
Community Center	242 Gardiner Road	R06-011	89	
Airport	108 Chewonki Neck Rd	U20-001	196	
Transfer Station	78 Fowle Road	R05-017	57	
Town Garage	42 Hodge Street	U02-013	2.38	
Treatment Plant	69 Water Street	U02-060	4	
Town Landing	Federal Street	U02-042	0.42	Town Landing
Municipal Pier	22 Main Street	U01-063	0.45	Wharf
Wharf	9 Water Street	U01-070A	0.46	Wharf, restrooms
Powder House	68 Churchill Street	U05-011	0.01	
Boy Scout Hall	7 Lincoln Street	U02-050	0.07	
Art Gallery	15 Warren Street	U02-077	0.23	
Weight Watchers	96 Chewonki Neck Rd	U21-010	1.38	
Radio Beacon	Edgecomb	R02-012	2.2	
Home	166 Chewonki Neck Rd	U20-004	2.38	Rented out
Garage	53 Huntoon Hill Road	R05-020	29	At old transfer sta.
Land, Open Space				
Greenlawn Cemetery	Rumerill Road	R01-003	5	
Town Park	151 Main	U01-029	0.29	Sunken Garden
Open Space	Bath Box Lot	R04-027	30	
Open Space	51 Rumerill Road	R06-050	28.9	
Open Space	Ferry Road	U21-006	20	
Open Space	Chewonki Neck Road	U21-009	5.5	
Open Space	Bog Road	R04-006	4	
Open Space	Off Bog Road	R04-008	2	

Fire Department

The Wiscasset Fire Department provides fire protection services to Wiscasset and to surrounding communities on a “mutual aid” basis. The quasi-volunteer department has a 40-member roster that

includes a mix of dedicated veteran and younger members. The Fire Station is located within the Municipal Building at 51 Bath Road in Wiscasset. The Town also maintains a fire training site adjacent to the Transfer Station equipped to provide controlled burn and incident training sessions.

The department is led by a professional Fire Chief, elected annually by its members, and paid as a part-time employee of the Town. The Fire Chief also works full time as a fire fighter for the City of Bath. Regular and advanced training is offered (and in many cases mandatory) for all members. Due to the volunteer nature of the service, one of the challenges of the department is providing adequate manpower during the 8am-5pm workday. However, the primary strength of the department rests solely with the dedication of volunteers including many Town employees such that each and every call to duty has been answered regardless of the time of day. The Town allows full-time employees to respond to fire calls during work hours placing public protection as the highest priority. According to the 2005 Annual Report, the Department responded to 132 calls for the nine-month period. Of these 22 were mutual aid calls.

Vehicles and major pieces of equipment housed at the fire station portion of the municipal complex include:

- Maxium Fire Truck E-6 (1971)
- Chevy Fire Truck R1 (1978)
- GMC Pickup, ½ ton PK (1988)
- Pemfab Fire Truck Royale S-944A (1989)
- Pierce Fire Truck E7 (1993)
- GMC Pickup (1993)
- GMC Fire Truck (1994)
- GMC Fire Truck (1996)

Wiscasset Ambulance Service

The Wiscasset Ambulance Service (WAS) provides emergency medical services to Wiscasset, Alna, Edgecomb and Westport. The Service responded to approximately 495 calls in 2004 and 522 calls in 2005. The WAS is located within the Municipal Building at 51 Bath Road in Wiscasset.

The WAS is led by a 30-hour/week, paid part-time director who is annually elected by its members. The director reports directly to the Town Manager and is advised by a slate of WAS officers. The WAS has provided service to Alna, Edgecomb and Westport for nearly three decades without charge with the exception of contributions in recent years for paramedic training and the replacement of one ambulance.

Significant challenges facing the service are:

- The ongoing evolution of providing medical care in the field;
- The growing demand for services;
- Daytime coverage;
- Demographic trends in Wiscasset and the region that show a growing population of elderly residents requiring services;
- Increased traffic pressures and resulting accidents; and,
- Other factors that place increased demand on the quasi-volunteer department.

The increased paramedicine-degree licensure of some members in recent years allows the service to deliver pharmacology and advanced patient-care in the field. The advanced services now delivered by the service meet an important need in the community, but also require ongoing advanced training, reporting and materials purchases.

Vehicles and major pieces of equipment include:

- Ambulance, Ford (1994)
- Ambulance, Ford (1991)
- Ambulance, Ford E456 (2005)
- Boat and Trailer, OMC Express 380

Police Department

The Wiscasset Police Department is located in the southwest end of the municipal building. The Department is staffed by four full-time officers (including the Chief), one full-time secretary and 11 reserve officers. The Department owns three vehicles. Replacement vehicles are rotated into the fleet on a staggered basis, usually replacing the oldest vehicles.

The number of calls continues to rise each year. In 2002, the Police Department responded to 2,873 calls. By 2005, this had increased to 4,095 calls for service. The Department provides a wide variety of services to the citizens of Wiscasset including, but not limited to, emergency services, traffic control, animal control, property checks, citizen disputes, drug abuse resistance education, support for the shellfish warden and security for organizations at large gatherings.

Water Supply

In 2004, Earth Tech, Inc., of South Portland prepared a Comprehensive Water System Facilities Plan for the Wiscasset Water District. The discussion that follows is based on information contained in the plan.

The Wiscasset Water District (WWD) is a quasi-municipal district governed by a five-member Board of Trustees. Trustees are elected by the residents of Wiscasset and serve staggered terms of three years. The WWD was formed in January of 1985 for the purpose of assuming responsibility for the operation of the system from the Wiscasset Water Company. In 1988, the WWD determined that the water source, the Ward Brook watershed, was insufficient due to the town's increasing population. The District discontinued pumping and treatment operations from Ward Brook and constructed a water main and pump station connection to the Bath Water District (BWD). The WWD also constructed a 600,000-gallon storage tank behind the high school to meet the growing demands of the community.

The water supply for the Bath Water District (and thus the Wiscasset Water District) is Nequasset Lake, located in the Town of Woolwich. Nequasset Lake has been a water source for over 100 years, and currently serves Bath, West Bath, Woolwich and Wiscasset. The watershed of Nequasset Lake is approximately 21 square miles, located primarily in Woolwich, but also extending into portions of Dresden and Wiscasset.

Water is pumped to Bath where it is treated with a number of processes that include filtration and disinfection. The WWD performs water quality testing at the Woolwich connection to the system. The WWD's only booster station is located at the intersection of West Road and Route 1 in Woolwich.

Two 375 GPM (gallons per minute) pumps are used intermittently to fill the storage tank behind Wiscasset High School.

The water distribution system in Wiscasset comprises water mains ranging in size from 1.5 inches up to 12 inches in diameter. The system contains approximately 20.25 miles of water mains. The larger diameter water mains are primarily cement-lined ductile iron, cast iron and HDPE. The majority of the 6-inch diameter distribution lines, which are part of the original distribution system of 1916, are cast iron. The water distribution system delivers water from the storage tank to the WWD's customers. In 2002, there were 513 customers including 415 residential customers, 81 commercial customers and 17 governmental customers.

The WWD's office is located on Birch Point Road. All administrative functions of the district, including accounting functions, bill payment and processing, vehicle storage, maintenance, records storage and control equipment for remote operation of pumping, are housed in this facility. Opportunities for expansion of the system include Route 27 north of the high school, and the Town of Edgecomb.

The Earth Tech report identifies a number of needed improvements to the system including:

- The major distribution lines, which are 70-80 years old;
- 1,920 feet of 6-inch, cast iron pipe between hydrants 93 and 96 along Churchill and Gardiner Roads (12-inch cement-lined ductile iron pipe needed);
- 1,520 feet of 6-inch, cast iron pipe between hydrant 62 and 82 Federal Street, as well as a service line to the Middle School (8-inch cement-lined ductile iron pipe needed);
- 3,710 feet of 6-inch, cast iron pipe between hydrants 34 and 37 along Birch Point Road (12-inch cement-lined ductile iron pipe needed);
- 1,040 feet of 6-inch, cast iron pipe between hydrants 84 and 87 along Hodge Street (8-inch cement-lined ductile iron pipe needed); and
- 2,340 feet of 12-inch cement-lined ductile iron pipe needed to replace a 6-inch, cast iron pipe along Lee Street as well as the creation of a new extension down Bradbury Street to Fort Hill and down Fort Hill Street to Main Street.

Sanitary Sewer System

The Town of Wiscasset is served by a public sewer system that includes 14 miles of sewer line, 17 pump stations and an activated sludge wastewater treatment plant located on Cow Island.

All of the gravity sewer lines in the system are eight-inch lines, with the exception of those in the downtown which are 14-inch lines. Some of the force mains are as small as four inches.

The sludge from the treatment plant is run through a belt filter press and is then loaded and trucked to a compost facility in Unity. Treated wastewater is discharged to the Sheepscot River. In 1992, the Town upgraded the treatment plant for a total cost of \$4,100,000. The plant is currently licensed for a monthly average flow of 620,000 gallons per day. Monthly discharges are averaging about 180,000 gallons per day, or about 29% of capacity. The treatment plant employs four full-time people, including the superintendent and has an operating budget of about \$373,000 that has been supported by user fees since 2001. Prior to 2001, plant operations were supported by taxes. New connections are

charged an impact fee according to a formula based on estimated usage as well as a one-time connection fee of \$100.

The overall condition of the waste water system is strong and far exceeds current demand, allowing adequate capacity for growth. The age of the system, however, does require current and ongoing investment in infrastructure upgrades. The Town recently expanded the system for the first time outside Wiscasset borders to the Town of Edgecomb. The expansion has increased the revenue stream and cost-sharing structure for future system upgrades, thus reducing the financial burden on Wiscasset users.

Some of the challenges facing the Waste Water system are:

- The system was designed and built while Maine Yankee constituted more than 90% of Wiscasset's Tax base. As such, its design was not based on anticipated economic rates of return to cover initial investment, ongoing operational costs or future infrastructure upgrade costs. Maine Yankee's early and unexpected closure did not allow the Town enough time to adequately plan financially for the long-term economic viability of the system. As such, user rates were not established until 2001 and impact fees until 2003, leaving the Town without significant dedicated reserves for infrastructure upgrades. The existence of the system has improved the environment, protected public health and afforded the community significant economic development opportunities. Town leaders wisely dedicated investment in its construction. However, the Town is still in transition from the former economic landscape to the present state of affairs to meet the long-term funding needs of the system.
- The Town has upgraded several pump stations since original construction. Eight of the stations have been upgraded over the past six years and two of the upgrades were due to unexpected catastrophic infrastructure failures; three additional pump stations need to be upgraded in the near future at costs approximating \$200,000 each.
- The force main on Birch Point Road from pump station #9 needs to be replaced with a larger pipe to accommodate the expected increase in flows due to residential growth, and projects on the former Maine Yankee land and Birch Point (Mason Station). Rough cost estimates exceed \$750,000.

Public Works/Highway Department

One of the primary responsibilities of the Public Works/Highway Department is construction, maintenance, repair and plowing the town's road system. The department maintains and repairs all Town vehicles with the exception of school buses.

Responsibilities of the Public Works/Highway Department are much broader than many residents may be aware. The department maintains all Town cemeteries and many Town-owned properties including the Maine Art Gallery, Scout Hall, the clock/spire on Fort Hill Street, the Powder House on Churchill Street, waterfront docks, wharfs, and the Sunken Garden. The department also has responsibilities at the airport and other Town properties. In addition, it supports staff needs at the transfer Station including Class A drivers for the transport of waste to disposal sites.

The department mows and maintains grounds on many Town-owned properties including the Town common, Town Hall, roadside areas and many other public lands in Wiscasset. Employees perform tree removal, culvert replacement/repair, clearing and maintenance of Town boundaries lines. The department also fills the need to perform tasks that do not fall neatly into the purview of responsibility of other departments. Random projects may include anything from moving furniture and building repairs to assisting other departments on special projects.

Some of the significant challenges facing the department are:

- Aging equipment
- Expanding infrastructure requiring oversight and maintenance
- A reduction in staff from 16 employees at the height of Maine Yankee funding to the present level of five truck driver/laborers, one mechanic and a Road Commissioner.

Vehicles and major pieces of equipment used by the Highway Department include:

- Truck #2, Chevy (1991)
- Truck w/plow #6, GMC (1994)
- Truck w/plow #5, GMC (1995)
- Truck – 1 ton #3, Chevy (1996)
- Truck w/plow #8, GMC (1996)
- Truck w/plow #7, GMC (1997)
- Truck w/plow #4, GMC (1999)
- Truck, GMC TK36003 (2005)

Sidewalks

Wiscasset has approximately 4.2 miles of sidewalks, located primarily in the village. Sidewalk materials vary throughout the village, but generally consist of pavement, brick or concrete.

Table 2 Wiscasset Sidewalks			
Sidewalk Location	Length in Feet	Sidewalk Location	Length in Feet
Federal Street	3,280	Middle Street,East Side	728
Fore Street	160	MiddleStreet,West Side	655
Fort Hill Street	515	Pleasant Street	590
Gardiner Road	5,455	Route One	255
High Street	560	Summer Street	610
Hodge Street	1,440	Town Common	140
Hooper Street	1,360	Union Street	370
Lee Street	920	Warren Street	255
Lincoln Street	360	Washington Street	1,126
Main Street, North Side	765	Water Street,East Side	354
Main Street, South Side	985	Water Street,West Side	1,203

Local Road System

Wiscasset has about 33 miles of local roads that require maintenance and capital investment on a regular basis. The following is a summary list of these roads:

Table 3
Wiscasset Local Roads

Road Name	Length in Feet	Road Name	Length in Feet
Acorn Road	1,000	Lee Street	1,300
Alna Road	6,000	Lincoln Street	300
Bath Road	20,800	Lowelltown Road	13,300
Beechnut Hill Road	3,000	Main Street	1,450
Big Foot Alley	150	Middle Street	1,450
Birch Point Road	11,616	Morton Street	300
Blagdon Ridge Road	1,300	Mountain Road	900
Bog Road	750	Oak Ridge Drive	1,700
Boudin Road	200	Oak Ridge West	2,500
Bradbury Street	400	Old Bath Road	13,560
Bradford Road	8,500	Old County Road	400
Brown Road	2,500	Old Dresden Road	5,800
Caton Road	800	Old Ferry Road	4,500
Chewonki Neck Road	12,900	Old Sheepscot Road	5,500
Chewonki Neck Road	500	Old Stage Road	4,200
Churchill Street	2,900	Oxhorn Road	2,000
Clark's Point Road	3,400	Page Avenue	1,200
Cushman Point Road	3,500	Pine Road	500
Danforth Street	290	Pinewood Drive	800
Deer Ridge Road	800	Pleasant Street	1,260
Dickinson Road	5,000	Pottle Cove Road	1,300
Dorr Road	2,000	Ready Point Road	3,200
Evergreen Street	400	Rumerill Road	3,800
Federal Street	3,600	Shady Lane	3,200
Flood Avenue	1,700	Shea Road	1,500
Fore Street	650	Sheepscot Shores Road	5,500
Fort Hill Street	850	Shinbone Alley	150
Fowle Hill Road	6,000	Summer Street	1,330
Foye Road	10,800	Thorndike Road	400
Freedom Song Lane	800	Twin Oak Road	600
Gardiner Road	22,100	Two Bridge Road	2,450
Gibbs Road	4,400	Union Street	420
Gorham Road	1,500	Ward Book Road	1,000
Hammond Street	300	Warren Street	450
Hemlock Road	1,900	Washington Street	620
High Street	1,000	Washington Street Extension	300
Hilltop Drive	5,808	Water Street	1,850
Hodge Street	1,770	West Alna Road	10,500
Hooper Street	1,620	Westport Bridge Road	5,100
Howard Lane	400	Westview Road	800
Huntoon Hill Road	2,400	Whites Lane	1,500
Indian Road	5,800	Willow Lane	13,500
Johnson Street	700	Young's Point Road	4,800
Langdon Road	1,000		

Solid Waste/Transfer Station

The Town of Wiscasset has operated a transfer station on Fowles Hill Road since 1991 following the closure of its landfill. The transfer station is housed in one main building and two sheds (one for operation of the scale and one for storage) in addition to several other out-structures used for temporary storage of waste and recycling materials slated for transport to permanent disposal sites. Since the landfill closure in 1991, Wiscasset's station is truly a transfer-based operation with no permanent storage of waste.

The present staff consists of a supervisor, one full-time laborer and the equivalent of a ½-time employee through shared staffing with the Public Works/Highway department.

The most significant challenge of the Transfer Station, similar to other departments, is replacing funds lost following the closure of Maine Yankee. Major changes in operations, the fee structure, and staffing have taken place since 1997 and continue at the present time in an effort to reach equilibrium between funding and the delivery of services.

In 2004, the Wiscasset region recycled 50.8% of its waste stream. Wiscasset's waste stream included the following:

Table 4 2004 Waste Stream				
Solid waste incinerated For energy	2,471 tons		Construction wood incinerated for energy	450 tons
Material for reuse	130 tons		Lead acid batteries	3.3 tons
Metal	377.7 tons		Brush for chips	150 tons
Plastic (#2 only)	9.8 tons		Mixed paper	42.4 tons
Cans	22.7 tons		Clear glass	28.0 tons
Cardboard	90.6 tons		Leaves for compost	230 cu yd
Newspaper	99.4 tons			

Major vehicles and equipment used at the transfer station include:

Ford truck cat 50 (1994)	Glass and can compactor
Oil truck, International 1972 (1997)	Chipper
Compactor	Tractor for trailers
Baler	Compactor trailers
Fork lift	Front end loaders
Open top trailer	

Outdoor Recreation

(See also Natural Resources section of the Plan)

Wiscasset is fortunate in having a number of high-quality outdoor recreation facilities available to its residents, as well as a very active program sponsored by the Wiscasset Parks and Recreation Department.

Parks and Recreation Department Facilities. Major facilities operated by the Department include:

- Wiscasset Community Center. The Community Center, which opened in 1998, is a 35,000-square foot recreation complex serving Midcoast Maine, located on 90 acres behind the high school. The Center has a six-lane pool with family alcove, a hot tub, gymnasium, fitness room and a senior center with full kitchen. The center is owned by the Town of Wiscasset and operated by the Recreation Department.
- Wiscasset Community Park. Facilities include a multi-age playground, picnic tables, pavilions, a baseball/softball field, and a band shell.
- Sherman Park. This 1-acre park is located on the Sheepscot River. Facilities include a baseball/softball field, basketball courts, benches, tennis court and fitness center.

Other Recreation Facilities. The following is a summary of major publicly- and privately-owned recreation facilities in Wiscasset:

Table 5				
Summary of Other Wiscasset Recreation Areas				
Recreation Area	Owner	Acres	Town Acres	Comment
Back River		2		On Back River
Chewonki CG		50		On Montsweag River
Chewonki Foundation		526	526	On Montsweag River, Bay
Downeast Family Camping		300	300	On Gardiner Pond
Old Stone Farm		180	180	On Ward Brook
Sortwell Memorial Forest		200	200	
Westside CG		7	7	
Wiscasset Fields, Playground		8	8	
Wiscasset High School		20		
Wiscasset Middle School		5		
Wiscasset Open Space		72		
Wiscasset Primary School		2		
Wisc. Rod & Gun Club		5		
Wiscasset Town Common		0.1		
Wiscasset Waterfront Park		1		On Sheepscot River
Wiscasset Yacht Club		2		

Airport

(See transportation section of this Plan)

Wiscasset Public Library

The Wiscasset Public Library is an independent entity that is governed by a Board of Trustees. It serves the towns of Wiscasset, Westport, Edgecomb and Alna, all of which support the library through annual appropriations. In 2005, the library circulated 67,572 books, audio tapes, videos and DVDs.

The library is located in a brick building that was constructed in 1803 to house the Lincoln and Kennebec Bank, and later the Wiscasset Bank and Mariner's Bank. The County offices were located in the building until the Lincoln County Courthouse was built in 1824. In 1862, the building was converted to a private residence and it served in that capacity until 1929 when it was purchased by a committee of donors for use as a library. The major challenge currently facing the library is that portions of the building have fallen into disrepair.

Wiscasset School Department

The Wiscasset School Department has a total enrollment of about 860 students. The Department includes three schools: the Wiscasset Primary School (K-4) with about 260 students, Wiscasset Middle School (5-8) with about 250 students, and Wiscasset High School (9-12) with about 350 students. For the current year, approximately 25% of the total student body consists of tuition students including some from nearby communities (Alna, Westport) and some from more distant communities (for example, Bristol). Currently, the primary school and the high school are located on Route 27. The middle school is located on Federal Street.

Declining enrollment continues to be a major issue. As shown in Table 6, total enrollment (including tuition students) has declined from 1,095 in 1999 to 870 in 2004.

Wiscasset School System Total October 1 School Enrollment 1999-2004						
	1999	2000	2001	2002	2003	2004
Elementary ¹	665	629	569	558	559	512
Secondary	430	413	401	409	362	358
Total	1,095	1,042	970	967	921	870

Source: Maine Department of Education

¹ Includes grades K-8

The State Planning Office projects that the number of school age children in Wiscasset will continue to decline, from a total of about 588 Wiscasset students in 2005, to about 426 by the year 2015 (a decline of about 162 students, or 28%). The number of tuition students would have to increase dramatically to offset these losses.

7. MUNICIPAL FINANCES

Historical Valuations and Taxes

Both the Town of Wiscasset and the State of Maine compute valuations for the town (“valuation” in this context is the sum total of the value of all properties in town). The State compiles and adjusts its figures to reflect actual property transactions, and hence market values. Wiscasset’s valuations will reflect market value only in those years in which the Town conducts a revaluation and adjusts values to reflect market conditions (Wiscasset completed a revaluation in 1998). State valuation figures for any given year are two years old, and thus do not reflect recent changes in overall property values. State law requires that when a municipality’s valuation drops below 70% of the State valuation, a revaluation must be undertaken.

Table 1 provides a summary of Wiscasset’s State valuation, municipal valuation, the tax assessment and tax rate for the years 1992 through 2004, as reflected in municipal valuations prepared by the State Bureau of Taxation and in municipal valuation returns. During this period, Wiscasset’s municipal valuation rose from \$353.8 million to \$462.5 million, or 31%, despite the closure of Maine Yankee in 1997. The largest jump in the municipal valuation occurred as a result of the revaluation, when municipal valuation rose from \$377 million in 1997 to \$700 million in 1998. This was followed by a drop the next year to \$314 million, reflecting the loss of Maine Yankee’s valuation.

Table 1 Historical Valuation And Taxes				
	State Valuation in \$	Municipal Valuation in \$	Wiscasset Tax Assessment in \$	Tax Rate
1992	501,700,000	353,826,989	12,737,772	0.03600
1993	503,100,000	353,582,930	13,082,568	0.03700
1994	575,750,000	367,295,726	13,039,001	0.03550
1995	531,400,000	378,541,937	11,924,071	0.03150
1996	509,000,000	378,603,866	14,008,343	0.03700
1997	509,750,000	376,835,421	13,754,493	0.03650
1998	447,950,000	700,085,900	8,401,031	0.01200
1999	394,600,000	313,647,425	4,704,711	0.01500
2000	344,900,000	316,162,607	5,026,985	0.01590
2001	323,500,000	232,754,320	4,166,302	0.01790
2002	329,100,000	231,395,883	4,512,219	0.01950
2003	254,600,000	448,742,400	7,292,065	0.01625
2004	276,750,000	462,503,300	8,325,059	0.01800

Source: Municipal Valuation Returns Statistical Summary, 1992-2004, State Bureau of Taxation

Valuation Comparisons

State valuation comparisons and full value per capita valuations are two measures of a community’s wealth relative to other communities. Table 2 contains a summary of State valuations and per capita

valuations for Wiscasset and a number of comparison communities. Wiscasset's 2004 State valuation (\$277 million) is higher than that of all comparison communities, in part because the Town has more people than the other communities (hence more houses).

Wiscasset has a lower full value per capita valuation (\$76,811) than the County (\$136,071) and State (\$79,230). Wiscasset's full value per capita valuation is lower than all of the comparison communities shown in the table except Alna (\$76,148). In terms of property taxes levied on a per capita basis, the figure for Wiscasset (\$2,311) is higher than the figures for all other jurisdictions shown in Table 2.

Table 2 Comparative Valuation Figures					
	2000 Population	2004 State Valuation	Full Value Per Capita	2004 Commitment	Local Taxes/ Capita
Wiscasset	3,603	\$276,750,000	\$76,811	\$8,325,059	\$2,311
Alna	675	\$51,400,000	\$76,148	\$965,144	\$1,430
Damariscotta	2,041	\$237,600,000	\$116,414	\$3,348,235	\$1,640
Dresden	1,625	\$84,650,000	\$52,092	\$1,378,494	\$848
Edgecomb	1,090	\$133,400,000	\$122,385	\$1853,548	\$1,701
Newcastle	1,748	\$172,100,000	\$98,455	\$2,759,959	\$1,579
Westport	745	\$119,150,000	\$159,933	\$1,544,068	\$2,073
Woolwich	2,810	\$229,550,000	\$81,690	\$3,258,674	\$1,160
Lincoln Co.	33,616	\$4,574,150,000	\$136,071	\$52,799,461	\$1,571
Maine	1,274,923	\$102,011,650,000	\$79,230	\$1,690,451,340	\$1,326

Source: Municipal Valuation Returns Statistical Summary, 2004, State Bureau of Taxation and U.S. Census, 2000.

Personal Property, Industrial Valuation

Most of Wiscasset's current valuation comes from residential property, as evidenced by relatively low personal property and industrial valuations. Table 3 shows that the total value of personal property in Wiscasset is \$10,889,350 (higher than any community shown in the table). However, the Town does not have any industrial valuation. When personal property and industrial valuations are combined, Wiscasset has the third highest per capita valuation rate (\$3,022) of nearby towns. The Town's per capita rate is somewhat higher than the comparable figure for the County (\$2,985), but it is considerably lower than the State figure (\$12,616).

Table 3
Personal Property and Industrial Property – 2004

	Total Personal Property	Total Industrial Valuation	Total, PP/IND Valuation	Total PP/IND Per Capita
Wiscasset	\$10,889,350	\$0	\$10,889,350	\$3,022
Alna	\$18,357	\$0	\$18,357	\$27
Damariscotta	\$6,311,200	\$0	\$6,311,200	\$3,092
Dresden	\$394,004	\$0	\$394,004	\$242
Edgecomb	\$673,857	\$0	\$673,857	\$618
Newcastle	\$6,130,217	\$5,430,0430	\$11,560,247	\$6,613
Westport	\$5,386,702	\$0	\$5,386,702	\$7,230
Woolwich	\$6,696,000	\$184,000	\$6,880,000	\$2,448
Lincoln Co.	\$66,512,762	\$33,817,075	\$100,329,837	\$2,985
Maine	\$8,724,350,787	\$7,359,578,969	\$16,083,929,756	\$12,616

Source: Municipal Valuation Returns Statistical Summary, 2004, State Bureau of Taxation and U.S. Census, 2000.

Tree Growth Tax Law

The Maine Legislature passed the Tree Growth Tax Law in 1972 to help Maine landowners maintain their property as productive woodland. Under the provisions of the law, forest land is assessed on the basis of its current use, not its highest and best use. This preferential tax treatment to owners of timber and woodland is given in order to provide an adequate incentive to manage the land on a sustained yield basis and not to strip and sell the land for development. As shown in Table 4, relatively few parcels of land in Wiscasset are enrolled in this program relative to other, nearby communities.

Table 4
Tree Growth Tax Law, 2004

	# Parcels	Acreage	Total Value
Wiscasset	10	623	\$81,336
Alna	94	3,608	\$488,611
Damariscotta	21	1,058	\$101,248
Dresden	32	1,252	\$172,765
Edgecomb	25	979	\$130,746
Newcastle	167	7,144	\$955,982
Westport	30	554	\$72,118
Woolwich	48	2,279	\$372,413
Lincoln Co.	629	32,388	\$4,055,104

Source: Municipal Valuation Returns Statistical Summary, 2004, State Bureau of Taxation and U.S. Census, 2000.

Farm and Open Space Tax Law

Maine's Farm and Open Space Tax Law was enacted in the early 1970s to prevent property taxes from forcing productive farms, woodlands and open spaces into tax delinquency or conversion to development. It is a widely used program in other parts of Maine, but in Wiscasset, only 181 acres of land have been enrolled in this program.

Table 5
Land under Farm and Open Space Tax Law 2004

	Farmland Parcels					Open Space Parcels		
	# of Parcels	Ag Acres	Wood- land Acres	Ag Value	Wood- Land Value	# of Parcels	Open Space Acres	Open Space Value
Wiscasset	0	0	0	0	0	4	181	\$79,600
Alna	3	47	0	\$10,900	\$1,178	0	0	0
Damariscotta	5	45	0	\$22,700	0	2	36	\$20,300
Dresden	0	0	0	0	0	2	114	\$16,043
Edgecomb	0	0	0	0	0	0	0	0
Newcastle	29	757	0	\$378,350	0	10	79	\$13,642
Westport	0	0	0	0	0	1	11	\$48,780
Woolwich	2	211	79	\$94,400	\$15,600	10	420	\$218,000
Lincoln Co.	94	8,033	2,536	\$833,754	\$351,359	83	2,867	\$5,659,289

Source: Municipal Valuation Returns Statistical Summary, 2004, State Bureau of Taxation and U.S. Census, 2000.

Exempt Property

Tables 6 and 7 provide an overview of exempt property in Wiscasset. Table 6 contains a summary of the total valuation of exempt property and exempt tax (the value of taxes not collected) for Wiscasset, a number of nearby communities and Lincoln County. Table 7 contains a breakdown of tax exemptions by category. Approximately 68% of the exemptions are for municipal property.

Table 6
Comparative Tax Exemptions - 2004

	Total Municipal Valuation	Total Exemptions	% of Valuation
Wiscasset	\$462,503,300	\$27,487,550	5.9%
Alna	\$49,242,047	\$787,823	1.6%
Damariscotta	\$175,300,275	\$35,555,159	30.2%
Dresden	\$85,617,679	\$4,370,912	5.1%
Edgecomb	\$176,528,387	\$2,984,841	1.7%
Newcastle	\$166,262,583	\$17,418,987	10.5%
Westport	\$105,397,149	\$896,736	0.9%
Woolwich	\$193,968,670	\$9,361,395	4.8%
Lincoln County	\$5,201,720,592	\$266,251,633	5.1%

Source: Municipal Valuation Returns Statistical Summary, State Bureau of Taxation, 2004

Table 7 Summary of Wiscasset Exemptions - 2004	
Exemption	Amount
U.S. Government	\$252,100
State of Maine	\$69,900
Municipal	\$18,770,100
Fixtures, Hydrants	\$257,400
Airport	\$585,500
Benevolent and Charitable	\$1,642,600
Literary and Scientific	\$2,449,550
Churches	\$2,271,100
Fraternal Organizations	\$439,300
Veterans	\$730,000
Blind	\$20,000
Total	\$27,487,550

Source: Municipal Valuation Returns Statistical Summary, State Bureau of Taxation, 2004

8. TRANSPORTATION

Introduction

This section of the Plan deals with transportation issues such as roads, traffic impacts, railroads, pedestrian links, water transportation, aviation, and public transportation. Mobility is an essential ingredient in ensuring the community's quality of life. Although Wiscasset offers a variety of transportation options, motor vehicle transportation remains the primary means of traveling.

This section affects and should be read in conjunction with other chapters of this Plan, particularly: Future Land Use Plan, Regional Issues, Economy, Municipal Facilities, and Capital Improvement Plan. Road data including replacement and maintenance data is contained in the Municipal Facilities section.

The information within this section was primarily gathered from the following sources: Maine Department of Transportation, Maine State Planning Office, Stafford Business Advisors Rail Station Studies, Dufresne-Henry, Inc. Airport Master Plan, OEST Associates, Inc. Airport Improvement Project, and the Waterfront Master Plan.

Overview

In Wiscasset the primary mode of transportation is the automobile. The town is served by a rail line that connects Brunswick with Rockland and provides both freight transportation and seasonal passenger service. A municipal airport with convenient access to Route 1 and Route 144 offers a variety of aviation related activities. Wiscasset Harbor, once the busiest port east of Boston, is currently home to commercial fisherman and recreational boaters. Wiscasset is well connected to the nation and the world. There is easy access by road to the national interstate system, by water to the Atlantic Ocean and world ports, by rail to the Rockland Branch and all of North America, and by air to every part of the world.

Wiscasset is a jewel for travelers in Maine's Midcoast region. U.S. Route 1, the principal highway in the region, passes through the village center. Along with being the most important transportation facility for Wiscasset, this highway links Bath, Brunswick, Interstate 295, and points west with Damariscotta, Rockland, Camden, and points east. Route 27, which also passes through Town, links north to Augusta and south to Boothbay Harbor. Route 144 provides access to Westport Island. Route 218 connects to Alna, Whitefield and Route 17 to the north.

The Town has 57.49 miles of total road length. Of the total, 38.31 are classified local miles, 6.81 are classified minor collector miles, 2.84 are classified major collector miles, and 9.53 are classified arterial miles. Route 1 and Route 27 are classified as arterial roads. Alna Road and Federal Street are classified as major collector roads. Old Ferry Road, Birch Point Road, West Alna Road, and Westport Bridge Road are classified as minor collector roads. Churchill Street, Willow Lane, Gibbs Road, Old Bath Road, and Ready Point Road are a few of the numerous roads classified local roads. There are 9.53 miles of State Highway, 2.84 miles of State Aid roadways and 45.12 miles of roads that are owned and maintained by the Town.

Road System

A complete summary of the Town's road system is contained in the Public Facilities Section of the Plan.

Traffic Counts

The traffic counts or the Annual Average Daily Traffic (AADT) numbers assembled by the Maine Department of Transportation show an increase in the amount of traffic throughout the Town. The traffic counts are taken at a select number of locations and are generally limited to state highways and state aid roads. Table 1 contains a summary of the AADT counts for some locations for 1997, 2000 and 2002:

Table 1					
Traffic Counts in Wiscasset					
Road	Description	AADT 1997	AADT 2000	AADT 2002	% Change 1997-00 or 1997-02
US 1/Route 27	Main St E of Federal St	16,770	20,020		19%
US 1	SW of Bradford Rd	19,380		21,300	10%
US 1	NE of Route 144	16,450	17,010		3%
US 1	SW of Route 144	15,610	16,670		7%
US 1	At Woolwich Town line	16,340	16,820		3%
US 1	NE of Ward Brook	15,990	17,510		10%
Route 27	N of US 1	6,100		7,230	19%
Willow Lane	.25 Mi NW of Churchill St	540	710		31%
Foye Road	W of Route 27	870	890		2%
Bradford Road	.57 Mi NW of US 1	1,070	1,030		-4%
Hooper Street	NW of Rt 218 (Federal St)	1,550	1,740		12%
Water Street	NE of Fore St	1,230	1,320		7%
Fort Hill Street	S of US 1/Rt 27	510	520		-2%
Fore Street	NW of Water Street	1,020	1,060		4%
Rt 144 (Birch Point Rd)	NE of Old Ferry Rd	1,430	1,570		10%
Rt 218 (Federal Street)	N of US 1/Route 27	1,090	1,190		9%
Rt 218 (Federal Street)	NE of Hooper Street	2,440	2,840		16%

General Traffic Effects

The general effects of traffic congestion in Wiscasset fall into four categories: access, economic, community character, and safety.

- **Access.** Seasonal access problems consist of delays and inconvenience both for residents conducting their daily affairs and for through travelers whether on business or pleasure, be they Midcoast residents traveling between coastal communities or long distance travelers. Inconvenience can be either difficulty making left turns, or time wasted in the bumper-to-bumper traffic that occurs in the ever-lengthening high traffic season.

- **Economic.** Economic effects relate to gain or loss of customers and costs of doing business. While a few businesses located right on the highway rely on the volume of traffic going by to provide them with customers, traffic volumes are often so high at certain times of the year that customers are reluctant to stop because of the fear of losing their place in line, or because much of their free time has been consumed by the traffic delays. Most businesses, however, are concerned with the pleasantness of their customer's trips or alternatively with the costs of receiving their supplies and the costs of delivering their products and services. The produce truck and the electrician's van stalled together in traffic both increase our cost of living. And the family stuck on their way to the Windjammer Days in Boothbay Harbor may choose to forgo the trip next year.

There are also public sector economic costs due to increased burden on municipal emergency and maintenance services because of traffic incidents and accidents, the high volume of trucks, and the spillover of traffic onto local roads and streets.

- **Community character.** There are effects on the character of the community. The constant traffic detracts from the village atmosphere, and makes it difficult for village residents to cross Main Street to visit friends or to go to the post office. This barrier effect is not limited to pedestrians, but causes local drivers to avoid trips at times of high traffic, and to take circuitous routes through residential streets to bypass traffic. The backups on Route 1 also cause through travelers to take shortcuts through residential neighborhoods or quiet rural roads. We need to preserve the historic and rural character of Wiscasset. The National Register of Historic District in Wiscasset is an important asset, and it is heavily impacted by traffic, by noise and vibration from trucks, and by air pollution.
- **Safety.** Safety also is affected by traffic congestion. Accidents put a strain on local emergency response teams. The heavy volume of traffic and congestion on Route 1 often delays police, fire, and ambulance vehicles. Morbidity, mortality, property loss, and law enforcement can be affected. Because many of the victims of accidents are from out of state, it is often difficult to collect ambulance and other fees. We need to improve response times for emergency vehicles.

Specific Traffic Problem Areas

The following areas or locations of the town have been identified as having particular problems with traffic due to volume, peak traffic volumes, road construction, seasonal tourism, and development pressures.

1. **Main Street.** Route 1 becomes Main Street in one of the three best-preserved New England villages in Maine. High traffic congestion results from many downtown businesses and attendant pedestrian crossings, traffic entering from numerous side streets, Main Street parking, and a 25 mph speed limit coming into conflict with high seasonal though traffic volumes. This is a high accident area with crashes primarily attributable to driver inattention and failure to yield right of way. The lack of traffic signals at major intersections to create breaks in the traffic makes it difficult for villagers conducting their daily affairs to make left turns onto and off of Main Street during peak traffic season.
2. **Main Street/Federal Street/Fort Hill Street Intersection.** In addition to the general Main Street conditions described above, the situation at this intersection is compounded by Federal

Street (Route 218) being a major collector road with higher traffic volumes than other side streets, and by the presence of the United States Post Office on the corner.

3. **Bath Road/Gardiner Road Intersection.** The importance of Bath Road as the primary access to and from the Midcoast region and its intersection with Gardiner Road, which serves as a primary access link to and from Augusta and points north, combined with the type of traffic (e.g., truck and passenger vehicle), results in traffic congestion in this area. These two arterial highways meet only a short distance from the Main Street problem described above, thereby compounding both problem areas. Left turns from each highway onto the other are difficult at times of high traffic. A left-turn pocket on Bath Road somewhat mitigates backups on Bath Road at the expense of more difficult left turns from Gardiner Road.
4. **Bath Road/Lee Street/Bradford Road Intersection.** This intersection presents to northbound traffic the first of five pedestrian crosswalks in the village, but the failure of traffic to slow down to the 25 mph speed limit endangers pedestrians. The traffic volume and proximity of access points increase the traffic problems at this intersection, as traffic is constantly trying to enter and exit commercial and residential locations and roads. Both Lee Street and Bradford Road are used as bypasses around Route 1 traffic. Safety at this intersection is further jeopardized by the misalignment of Bradford Road and Lee Street. MDOT Wiscasset crash data documents 14 accidents at this intersection between the years 2000 and 2003. The primary contributing factors to these accidents were driver inattention/distraction and failure to yield the right of way.
5. **Bath Road/Birch Point Road Intersection.** The volume of traffic entering and leaving Birch Point Road is substantial and growing. Not only does it serve the growing Birch Point residential neighborhood, but it serves the planned Point East Maritime Village and the expanding Ferry Landing Industrial Park, as well as providing one of only two exits from Westport Island. Increased residential development on Westport Island may directly increase traffic volume. In addition, numerous commercial and residential land uses are located or planned adjacent to this intersection. The increasing traffic volume exacerbates existing problems linked to speed limit, location of entrances/exits, poor sight distances, and the variety of traffic activity.
6. **Bath Road -** Bath Road, like the rest of Route 1, has in recent years experienced a steady rise in traffic volume, and this trend will likely continue. It serves as the northbound gateway to the town and was designated in the 1989 Comprehensive Plan as the commercial growth area. This section of road has numerous existing commercial and business land-use activities and continues to be an attractive location for new development. The primary issue in this area is whether road improvements and proper traffic access planning for all new development will sufficiently protect highway capacity and speed to satisfy MDOT requirements for permitting further development. Current conditions include uncoordinated mitigation expenditures required of developers that are non-conducive to economic development.

Regional Traffic Issues

1. **Augusta Bypass Project.** The recently-completed Augusta bypass and new Kennebec River bridge connects Interstate 95 in Augusta directly to state Route 3 to Belfast. It is hoped that it may cause a reduction in traffic volume on Route 1 in Wiscasset as a result of smart signs

MDOT plans to install on I-295 in Brunswick and the dissemination of educational material about the new bypass.

2. **Route 1 in the Midcoast Region.** Traffic volumes on Midcoast Route 1 present serious problems for several communities. The Maine Department of Transportation has spent considerable sums on a number of traffic studies over the years, and has undertaken several projects that have provided limited relief in certain areas. Currently Wiscasset is participating in Gateway 1 the Maine Department of Transportation's long-term initiative to integrate transportation and land use planning in towns along the Route 1 corridor from Freeport to Stockton Springs. Wiscasset joined many of these towns in signing a "Memorandum of Understanding" of the Gateway 1 goals in 2004.
3. **Ridesharing.** traveling through the Wiscasset area would be among those served by the program, which would facilitate the formations of carpools and vanpools for travel to work. The rideshare program is an alternative that might result in net savings in the capital and operating costs of the transportation system.
4. **Transportation Alternatives.** One of the goals of MDOT's regional transportation planning process was to promote the use of alternative transportation modes that would help meet the needs of the region. The study was aimed at promoting alternative transportation modes such as rail, bus, car pools, bike trails, and walking as a means of addressing the town's traffic issues.
5. **Rail Transportation.** Wiscasset is currently served by a 55-mile rail line known as the Rockland Branch that connects Brunswick with Rockland. The Rockland Branch is owned by the State, which contracts with Maine Eastern Railroad to provide freight and passenger rail service. Although the primary use of the rail is freight transportation, summer excursion service has been offered off and on for ten years. Amtrak currently provides passenger service between Portland and Boston, and Amtrak service has been targeted for extension to Brunswick by 2008. This would permit Amtrak passengers to make connections at Brunswick with the Rockland Branch operator, thus recreating passenger rail connections between Wiscasset and Boston that had ceased in the early sixties. Commuter rail service may provide a reduction in traffic congestion.
6. **Bus Service.** Concord Trailways currently provides twice daily service from Wiscasset to Bangor and to Portland. The bus stop, located at Huber's Market on Bath Road south of the village, is quite informal and offers no structure to support associated facilities. There is a need to consider returning the bus stop to the village after the bypass is completed. Bath Iron Works provides commuter bus service for its employees working in Bath and Brunswick. A regional bus service would benefit riders to access nearby areas such as Bath, Brunswick, Damariscotta and Augusta for shopping and commuting to work, particularly considering the aging population and increased cost of fuel. Such a bus service may be worthy for the town to consider.
7. **Air Transportation.** Wiscasset is fortunate to have its own municipal airport offering fuel, service and hanger space. The Augusta Airport is the closest full-service airport that offers regularly scheduled flights to several cities. The Portland Airport, approximately one hour from Wiscasset, has an international flight schedule and regular service to Boston.

8. **Water Transportation.** Wiscasset currently offers two public water access points for boat launch and retrieval: one beside Memorial Pier in the Village, and the other at the Old Ferry Landing on Back River. Point East Company plans to provide marina services at the Maritime Village being developed at the former Mason Station site. Both Memorial Pier and the Maritime Village offer excellent opportunities for small cruise ship and ferry terminal facilities. The deep-water harbor with adjacent rail lines provides options for the development of rail-to-barge and other ocean-bound transportation of goods and services.

Rail Transportation

Maine has spent ten years and invested some \$80 million in restoring passenger rail service to the state, with most of the capital funding coming from the federal transportation budget. Daily passenger service now operates between Portland and Boston and has proven to be successful.

As rail service declined in Maine over the second half of the twentieth century, the Maine Department of Transportation began systematically to acquire and preserve unused rail corridors. Gradually, a shift in transportation policy has led to the rehabilitation of tracks in some of these corridors. At the same time, MDOT has put forward a specific and detailed plan to invest in rail and ferry services as an alternative to highway construction.

Maine's passenger rail concept has three broad parts. The first is service between Portland and Boston, which is now operating. The second would be a link between Southern Maine and Montreal, which remains in the conceptual stage. The third piece, and most important to Wiscasset, is passenger service in the Midcoast and central regions.

The 55-mile long rail line that connects Brunswick with Rockland, the "Rockland Branch," is owned by the State. The tracks have recently been restored to standards that will support passenger rail service operations at speeds up to 59 miles per hour. In some places such as the Wiscasset Village, speed is restricted to 10 miles per hour.

The City of Rockland, terminating point of the system, offers ferry services in Penobscot Bay. Other ferry services have been discussed and are possible in the future. The linking of passenger and rail service with ferries, sometimes referred to as the marine highway system, is an important part of the rail development concept. The MDOT has contracted with the Morristown and Erie Railway, doing business in Maine as the Maine Eastern, to operate rail services on the Rockland Branch. Although long-term decisions about scheduling, pricing and equipment types have yet to be made, the State plans to begin commuter service to Rockland beginning in 2008. Maine Eastern introduced summer and fall excursion service with a stop in Wiscasset during 2004.

Without a rail service linking Portland and Brunswick, the Rockland Branch would be an isolated railroad, forced to rely on the relatively small towns of the Midcoast between Brunswick and Rockland to provide its ridership. But work is underway to create this linkage, which will then connect the Rockland Branch to Boston and the national Amtrak network.

Currently, State planners see two markets, transportation riders and tourism riders, for the Rockland Branch. Transportation riders are those who choose rail over other modes (e.g., car, bus, air transportation) for ordinary trips. Tourism ridership is promoted by the State through offering "car-less" vacations in which visitors would travel through Maine on trains and ferries in a transportation

system somewhat similar to Alaska's. Although transportation and tourism ridership will continue to depend on connecting service through to Portland, bus or ferry service between Wiscasset and Boothbay Harbor could provide another dimension to the service in the future.

Air Transportation

The Wiscasset Municipal Airport is located in rural southern Wiscasset, with direct access to Route 144, then to Route 1. The primary feature of the airport is the runway, oriented southwest/northeast, with a paved surface that is 3,400 feet long and 75 feet wide. Other features of the airport consist of a paved 1,300-foot long by 35-foot wide parallel taxiway, 195,300 square foot paved aircraft parking apron, 10 hangers, terminal building and approximately 14,000 square feet of paved parking lots.

Wiscasset is in an ideal location along the Maine coastal route, midway between Portland and Rockland. Wiscasset Municipal Airport is the only public service facility between these two cities, and serves the growing communities between Brunswick and Boothbay Harbor.

As of 2004, Wicked Good Aviation is the only Fixed Based Operator (FBO) at the Airport. An FBO is a privately-owned business that provides services such as air taxi, flight instruction, aircraft servicing and repair. Wicked Good Aviation provides aircraft maintenance and inspections, supplies fuels, and offers general pilot product sales.

Wiscasset Municipal Airport is classified as a general aviation airport. General aviation activities encompass passenger and cargo charter, flight instruction, business flights, aerial photography, recreational flying, crop-dusting, and emergency life-flight service. The existence of an airport in Wiscasset offers opportunities to explore multi-modal movement of goods and services. Currently, Wiscasset Municipal Airport is ideally located to take advantage of intermodal transportation links between air, railroad, shipping and trucking. The excellent access to markets makes Wiscasset a prime inland port and distribution center for small- to medium-sized companies looking to develop their infrastructure in an area highly conducive to growth and quality of life.

As of 2004, the Wiscasset Municipal Airport has completed the permitting process for the extension of the parallel taxiway and construction of three hangers. During 2001, the Airport and Dufresne-Henry, Inc. completed a comprehensive Airport Master Plan. This Master Plan is serving as a guide towards future Airport development and expansion.

Water Transportation

The abundant natural features of lumber, fish and a deep water harbor played a major role in the development of Wiscasset, and ultimately led to its heyday in the early 1800's as a major shipping port. The waterfront prospered and changed dramatically during this time as areas were filled and several mills, warehouses and other buildings were built along its shores. As the elements of industrialization began to change with the introduction of new technologies, the resource-based economy eventually declined. Wiscasset failed to keep pace with these changes. The resulting decline in the economy and shipping lessened the importance of the waterfront as an area for commerce. This precipitated its neglect and decline, which was further punctuated by the construction of the rail line along the waterfront. As the Town depended less on the waterfront for transportation and commerce, buildings were vacated and eventually removed.

Wiscasset's waterfront is located on the Sheepscot and Back Rivers, approximately fourteen miles inland from the ocean. Few communities can boast of a deep-water harbor and a working waterfront, which has maintained significant areas of productive wildlife habitat and abundant natural and architectural beauty. The approximately nine miles of continuous shoreline offers a variety of economic, scenic, and recreational opportunities.

The Sheepscot River is an important waterway connecting Wiscasset with the Atlantic Ocean. Wide and deep where it joins Sheepscot Bay, the river runs straight north, narrowing gradually but maintaining deep, navigable water throughout. In the south, the river is 175 feet deep; approaching Wiscasset, the depth is in the 60-foot range, more than ample for ocean commerce. Near the Village, the river shoals up, with 13 feet of depth near the Main Street Pier.

The Town Landing, located in the village, is a well-developed marine center on the river's edge at the south end of Water Street. Both commercial fisherman and recreational boaters use the site heavily. The site offers 44 paved parking spaces, six stalls for storing boat trailers, public restrooms, two boat-launch ramps, and three substantial piers with floats. This site may offer facilities for small cruise ships and ferry service.

The Wiscasset Yacht Club operates from facilities that it owns and maintains adjacent to the Town Landing. Its holdings consist of a one-story clubhouse on pilings, on-site parking, and floats for members' use. There are approximately 165 members and 90 boats. This is a membership club that operates in the spring, summer and fall.

The Main Street Pier (sometimes incorrectly called the Creamery Pier) is immediately south of the point where Route 1 crosses the Sheepscot River in Wiscasset. Approximately 150 by 100 feet, it is a wooden platform owned by the Town on pilings over the river. Because of its ideal location on the river next to the business district it has strong potential for commercial and public access uses. The Rockland Branch tracks pass along its west side. Adjacent to the north is a paved parking lot owned by the Maine Department of Transportation and available for public use.

The Mason Station property is the only point between Portland and Searsport that combines access to deep water by rail. The site includes: a former power plant and associated switchgear; a deep water (35 foot M.L.W. depth) pier formerly used for fuel barge unloading; oil storage tanks; a rail spur; and a former coal storage yard. Recently, a majority of the land and buildings on this site were purchased from the former owners, FPL Energy. Potential compatible activities include port/terminal operations, and marine operations such as boatyards, chandlers and stevedoring services.

In the Back River area south of the village waterfront, formal access is available at the Old Ferry landing at the end of Ferry Road. There is limited public parking available at the Old Ferry Landing. This land adjacent to the landing is privately owned, while the landing facilities are owned by the Town. This lot is extremely undersized for the type and extent of use that it receives and effectively limits the number of people able to access the river from this location. The predominant use of this site is by commercial fisherman and recreational boaters.

Parking

Public parking lots are located in the village on North Middle Street, South Middle Street, South Water Street and at the municipal building. In addition there is on-street parking on most village streets. Most of this parking is regulated by signage; there are no parking meters. The parking on Main, Middle, and Water Streets is striped and signed with a two-hour limit. Railroad Avenue is unpaved and unsigned. The Maine Department of Transportation owns a paved parking lot beside Main Street Pier by the bridge that is generally available for free public use.

The following is a list of public parking locations an approximate number of spaces in the Village:

Location	Approx. Number of Spaces
1. Municipal lot on North Middle Street	13
2. Municipal lot on South Middle Street	12
3. Municipal lot on South Water Street	10
4. Main Street	32
5. North Middle Street	31
6. South Middle Street	27 plus 22 off-season
7. North Water Street	24
8. South Water Street	37
9. Lincoln Street	13
10. Railroad Avenue	No spaces are laid out
11. Main Street Pier	14
12. Memorial Pier/Town Landing	44
13. Municipal Building	50

9. LAND USE

Wiscasset's Land and Quality Of Life

Wiscasset has a substantial amount of undeveloped land with opportunity for commercial as well as residential growth. It is also a very attractive community in which to live and work, blessed as it is with many acres of open fields and spectacular views of the Sheepscot River. It is "The Prettiest Village in Maine" due to the concentration of well-preserved, historic 18th and 19th-century buildings. The challenge is to maximize these opportunities by guiding growth and protecting the very natural and cultural assets which contribute so much to the attractive quality of life that Wiscasset has to offer.

Land Area and Parcel Sizes. There are 24.6 square miles of land in Wiscasset. As shown in Table 1, there are many large lots in Wiscasset. About 24% of Wiscasset's land area consists of parcels of 100 acres or more in size. Overall, about 64% of the total land area comprises parcels larger than 25 acres.

Table 1 Number of Parcels by Size			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	1,222	1,780	14%
4-10 Acres	172	1,114	9%
10-25 Acres	111	1,797	14%
25-50 Acres	70	2,587	20%
50-100 Acres	39	2,609	20%
> 100 Acres	18	3,175	24%
Total	1,632	13,062	101%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

Protected Land. There are 1,240 acres of conservation land and 480 acres of Town-owned land.

Undeveloped Land. Wiscasset has a total 7,400 acres of undeveloped land, not including land protected by conservation easements.

The following paragraphs contain descriptions of Wiscasset's major neighborhoods. The locations of these neighborhoods are shown on a map at the end of this section.

The Historic Village and Harbor Neighborhood

Description and Special Assets. The Historic District Designation described in the Historic and Archaeological Resources chapter of this Plan defines the historic village. The district consists of a rectangle drawn by the Maine Historic Commission that includes Federal Street Houses just beyond the Old Jail. The southwest corner of the rectangle is at the intersection of Flood Avenue and Route 1, across from Holbrook Pond. The northwest corner is in the Sortwell Forest and includes some of

Bradford Road and Willow Lane. The northeast corner is in the Sheepscot River. The southeast Corner is also in the Sheepscot River, south of the Village.

The waterfront, the historic village, and the downtown are all part of the village. The Waterfront Advisory Committee has officially designated the waterfront as the area from Joppa Cove on the north to White's Island on the south. The Mason Station is also considered part of the working waterfront.

This area has a wealth of assets including historical architecture, unique brick commercial buildings, and a mix of residential and business uses. There is a working waterfront with good public access as well as opportunities for recreational and commercial development. Although it cuts off the access to the waterfront, the rail line is a great tourism resource. Resources with historical significance and/or beauty include the library, courthouse, Sunken Garden, and views from the bridge.

Current Land Use Patterns and New Construction. This area contains a mixture of residential and commercial uses in a traditional village pattern. Houses about the sidewalk. There are no minimum lot size requirements in this area. There are few, if any, vacant lots in this area.

Table 2			
Summary of Village Lots			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	288	124	95%
4-10 Acres	1	7	5%
10-25 Acres	0	0	0
25-50 Acres	0	0	0
50-100 Acres	0	0	0
> 100 Acres	0	0	0
Total	289	131	100%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

The Northeastern Neighborhood

Description and Special Assets. The Northeastern Neighborhood includes the area north of Hooper Street in the village, extending east to include Clark's Point to the Sheepscot River, north to the Alna line, and bordered on the West by Route 27. According to the 1989 Plan, the prime assets and opportunities in this region are its visual quality, and high value wildlife and marine habitat.

On the shore of the Sheepscot River, partially in Alna, are a bald eagle nest site, high value tidal wading bird/waterfront habitat areas and high value wetlands. There are three deer wintering areas including one east of Old Sheepscot Road in a forested area of Clark's Point, another between West Alna Road and Alna Road, and a third north of Fowle Hill Road that extends to the Sheepscot Cross Road (in Alna.) The town owns 38 acres of land in this area. Polly Clark Brook runs through this area between Alna and West Alna Road. An unnamed intermittent stream appears to flow out of Polly Clark Brook south to Willow Lane, as well as a large wetland that lies partially in Alna.

Favorite places mentioned by the public in the visioning session in 2004 include the entire shoreline and views of the Sheepscot River. Polly Clark Brook was often mentioned as a favorite fishing spot. Views from Clark's Point and Huntoon Hill provide vistas of Wiscasset and the river. There are also

views of the shore and land between Federal Street and the Sheepscot River.

Current Land Use Patterns and New Construction. This area includes at least four different types of land development patterns, each deserving different considerations and designations.

1. The area immediately north of the Historic Village to West Alna Road, and west of Federal Street, ending at the Central Maine Power easement. The lots are mostly 4 - 10 acres in size. Sewer and water services stop just about at the edge of the Historic Village.
2. Federal Street/Alna Road (Route 218) and Old Sheepscot Road all the way to the Alna boundary. This area is settled with fairly small lots of 1 to 5 acres. It is similar to # 1, above, but is not immediately adjacent to the village.
3. Clark's Point area east of the Old Sheepscot Road to Alna. This area is significant ecologically and a significant visual feature. The shore includes valuable wildlife habitat. All the lots are large, ranging from 24 to 99 acres. Homes here are stately, on large lots, often with beautiful vistas.
4. The rest of the Northeast – from Alna Road to Gardiner Road, to the Alna border. The lots are larger than 10 acres in this area and add up to about 2,160 acres.

The land use pattern is rural residential, with 1 - 3 acre lots along all the roads, with a few high density "clusters." Most of the large lots are backlands that would need access roads if they were to be developed. The race track and transfer station are located on Huntoon Hill.

The following is a summary of parcels exclusive of Town-owned or conservation lands.

Table 3			
Summary of Northeastern Neighborhood Lots			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	172	240	7%
4-10 Acres	44	301	9%
10-25 Acres	30	534	16%
25-50 Acres	20	743	22%
50-100 Acres	12	714	21%
> 100 Acres	6	873	26%
Total	284	3,405	101%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

Undeveloped Land. There are 56 parcels at least 10 acres in size, totaling 2,078 acres that are currently undeveloped.

Construction between 1997 and 2003. Between 1997 and 2003, 24 new homes and 37 mobile homes were located in the Northeastern Neighborhood

The Northwestern Neighborhood

Description and Special Assets. The Northwest Neighborhood is bounded on the east by Gardiner Road, on the north and west by Dresden, and on the south by Old Bath Road. It includes Gardiner Pond, Wiscasset's only great pond; the headwaters of two major streams, Ward and Montsweag brooks; and the Nequasset Watershed District, including a tributary of Nequasset Brook. There are extensive wetlands associated with the headwaters of Montsweag Brook. There is also a large area of wetlands south of Indian Road.

Based on public comments, residents value the rural character, scenic views, farming and forestry, Gardiner Pond, Montsweag Brook and Ward Brook. Many preserved conservation areas including Morris Farm, Sortwell Forest, the Rafter Oak Grove and others were mentioned as favorite places at the public visioning session. These areas often coincide with mapped deeryards.

Current Land Use Patterns and New Construction. Other than directly along the roadways, development is sparse and rural.

<p style="text-align: center;">Table 4 Summary of Northwestern Neighborhood Lots</p>			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	190	324	6%
4-10 Acres	53	352	7%
10-25 Acres	44	673	13%
25-50 Acres	29	1,100	21%
50-100 Acres	21	1,501	28%
> 100 Acres	8	1,361	26%
Total	345	5,311	101%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

The table above substantiates that the area is sparsely settled. While there are 195 lots less than 4 acres, the highest percent of land, 54%, consists of parcels in excess of 50 acres. While large parcels may contain a high proportion of natural resources that might constrain dense development, these parcels are probably also the most likely to be developed as subdivisions.

Undeveloped Land. There are many undeveloped parcels of land larger than 10 acres. Many of these are located on either side of Lowelltown Road and north of Foye Road. In fact this area has the most undeveloped acres in town: There are 81 parcels consisting of 3,110 acres of undeveloped land (not counting conservation land).

Construction between 1997 and 2003. There were 25 houses and 29 mobile homes added to the Northwestern Neighborhood during this six-year period.

The Southern Neighborhood

Description and Special Assets. This is a large area with diverse uses ranging from industrial to residential with U.S. Route 1 in the middle (that corridor is discussed separately). It encompasses the area south of Old Bath Road, bordered on the south and west by Woolwich and by the Sheepscot River on the east. This area is rich in spectacular views and natural areas. It is surrounded by and laced with water including the Sheepscot, Montsweag Brook, and Back River. It contains two large, preserved natural areas, Chewonki Neck and Eaton Farm. All along the Sheepscot and Back River are high value wildlife habitats including wetlands. According to the Beginning with Habitat data and maps, there are three large deer yards: north of Ferry Road, parallel to Route 1, and East of Birch Point Road.

The Southern area also has the potential for substantial economic development at Mason Station, the Airport and the Maine Yankee Site, which is also the site of low radiation level waste products from the closed nuclear power plant. It contains the airport, railroad line, CMP transmission line and 1,700 acres of undeveloped land.

Current Land Use Patterns and New Construction. The 801-acre Maine Yankee site is located on prime, scenic coastal land. There is also considerable undeveloped land around the airport. There is some small lot residential development just northeast of the airport, off Ferry Road. There is residential development on 1-4 acre parcels all the way along Birch Point Road. There is a high-end residential development on Young's Point that features a water view for every lot.

The area west of Route 1 is now in residential use. There are a number of subdivisions on small lots. Public sewer and water are available in the vicinity of Old Bath Road.

Table 5			
Summary of Southern Neighborhood Lots			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	275	403	23%
4-10 Acres	37	214	12%
10-25 Acres	18	306	17%
25-50 Acres	9	358	20%
50-100 Acres	4	260	15%
> 100 Acres	4	236	13%
Total	347	1,777	100%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

This area has the largest number of parcels less than 4 acres in size. Some of the small lots are located west of Route 1 and along Birch Point Road.

Undeveloped Land. There are 28 parcels totaling 1,715 acres of undeveloped land in this area.

Construction between 1997 and 2003. There were 42 houses and 31 mobile homes placed or constructed in this area during the period 1997 through 2003.

Route 1 Corridor

Description and Special Assets. This area includes 500 feet on either side of Route 1, for a total of 1000 feet, from the village to the Woolwich line. Based on public input, people like the accessibility and variety of businesses. They like the open space breaks. Attractive features include the Montsweag Brook dam, the view from the vicinity of Birch Point Road, Grover's Field and Holbrook Pond. People do not like the hodge-podge of visual styles and sign pollution on Route 1 south of Birch Point Road.

Current Land Use Patterns and New Construction. Commercial development starts with the service station on the corner of Lee and Main Streets. It is residential until about Holbrook Pond, and then the intense commercial "strip" begins south of Birch Point Road. There is an oasis of about 100 linear feet of non-commercial land on the east side of Route 1 near the CMP transmission line.

Table 6			
Summary of Route One Corridor Lots			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	165	202	46%
4-10 Acres	21	132	30%
10-25 Acres	10	11	3%
25-50 Acres	3	95	22%
50-100 Acres	0	0	0
> 100 Acres	0	0	0
Total	199	440	101%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

Undeveloped Land. There are 12 parcels, all larger than 10 acres, for a total of 242 acres of undeveloped land in the Route 1 Corridor.

Route 27/ Gardiner Road Corridor

Note: This corridor is incorporated within discussion of the Northwestern and Northeastern neighbors in the Future Land Use Plan, see Section 11.

Description and Special Assets. This corridor includes 500 feet either side of Gardiner Road, for a total of 1,000 feet, from the intersection with Route 1 to the Dresden border. People like its rural character, Morris Farm and the school/community center campus. They like the present scale of businesses.

Current Land Use Patterns and New Construction. Small scale commercial development exists for the first 3,000 feet of Gardiner Road north of its intersection with Route 1. The education and community center campus adjacent to the Morris Farm, including large holdings of Town property, create an open space/rural aspect to the first third of Gardiner Road between Langdon Road and Huntoon Hill Road. There is light commercial development on Route 27 roughly between Huntoon Hill Road and Fowle Hill Road. The remainder of Route 27 to the Dresden border is residential with

lots having about 200 feet of frontage. It is less densely settled than Birch Point Road. There are some mobile home parks on the northern end, close to the Dresden line.

<p style="text-align: center;">Table 7 Summary of Route 27 Lots</p>			
Parcel Size Ranges	# of Lots	# of Acres	% of Total
> 4 Acres	132	187	22%
4-10 Acres	16	108	13%
10-25 Acres	9	124	15%
25-50 Acres	9	290	34%
50-100 Acres	2	134	16%
> 100 Acres	0	0	0
Total	168	843	100%

Source: Spatial Alternatives from '97 Land Use Map and Town Records

A total of 548 acres, or roughly 2/3 of the land area, consists of parcels of land 10 acres or more in size.

Undeveloped Land. There are 13 parcels, or 330 acres, of undeveloped land along this corridor.

Public Opinion

The following is a summary of some of the major opinions about future land use compiled from interviews of 15 town officials or members of the Wiscasset Comprehensive Plan Committee conducted in the summer of 2003, or in the Public Opinion Survey administered in the summer of 2004. Opinions expressed during the public visioning session are incorporated into the future land use plan and other sections of the goals, policies and strategies chapter.

Opinions expressed in the interviews:

1. The following opinions were rated 4 or above (very important on a scale of 1 to 5) by the interviewees:
 - Preserving Maine's prettiest village
 - Protecting/preserving the outside appearance of historic homes or buildings
 - Preserving scenic vistas
 - Avoiding haphazard development along US Route 1
2. Interviewees would like to see the following types of new developments: single family homes for retirees, elderly housing, congregate care, new family neighborhoods, light manufacturing, professional service office complex, and industry at Maine Yankee, retail shops, small manufacturing firms, and bed and breakfasts.
3. Interviewees were asked about the acceptability of certain regulations: acceptable rated 5 and not acceptable rated 1. Those that rated 4 or more were access management, specified landscaping along US Route 1, and design standards for businesses (for

- aesthetic reasons).
4. Interviewees were asked to rate the importance of protecting natural resources. Those that rated 4 or above were:
 - mapped significant wildlife areas
 - the quality of water in Nequasset Lake
 - quality and quantity of ground water for private wells
 - access to the Sheepscot for boaters, wormers, shellfish harvesters, and lobstermen

Public Opinion Survey

One hundred seven people filled out the surveys that were distributed via the Wiscasset Newspaper and left in public places or given out by members of the Committee. Since the sample was so small, only those responses which showed strong (66% or more) agreement are listed here.

- 82% want to encourage diverse business with design and landscape standards
- 86% favor encouraging new small retail and restaurants businesses on Route 1 and 27
- 82% favor protecting natural resources
- 69% favor development conforming to landscape and architectural standards throughout the town

There was strong support for preserving/protecting:

- 79% Historic Village streetscape
- 91% Houses on the National Register of Historic Places
- 75% View of village from bridge
- 75% View of Sheepscot River
- 79% Waterfront
- 77% Well water through ordinance standards
- 76% Special scenic views by guiding new construction
- 71% 20 foot landscape/buffer requirement on Route 1 and Route 27

Zoning Ordinance

Table 8 contains a summary of uses allowed in Wiscasset's existing Zoning Ordinance, exclusive of the shoreland zoning districts. Permitted uses are summarized in tabular format, even though they are not listed that way in the Zoning Ordinance. The letter "P" indicates the uses that are permitted in the various districts. Some of the uses are governed by restrictions that are not shown in the table.

The following is a brief summary of some of the more serious shortcomings of the Zoning Ordinance:

1. The ordinance is poorly organized.
2. Some districts refer to other districts for a list of permitted uses, which in turn requires a great deal of cross-referencing to determine what is and is not permitted.
3. Many common uses do not appear in the ordinance. For example, municipal uses are allowed in some districts, but other types of public uses are not (e.g. Federal, State, County).
4. Some common uses, such as public utility installation, are allowed in one district, but not in others. The logical inference is that non-listed uses are prohibited uses.

5. The Nequasset Watershed District doesn't really protect the watershed since all uses are allowed by the listed use "Any other building or use, unrestricted."
6. The Rural District isn't really a rural district in the traditional sense, because it too allows "Any other building or use, unrestricted."
7. In some business districts, specific uses are listed such as "Antique shop," but so are the broad commercial categories "Retail shops," "Retail and wholesale outlet" and "Service Establishment," which leads to confusion about the intent of listing some specific commercial uses but not others.

Table 8
Wiscasset Zoning Ordinance
Summary of District Uses - Exclusive of Shoreland Zone

	Residential District	Business District	Village Waterfront District	Commercial District	Nequasset Watershed District	Rural District
Open Space Uses						
Garden, greenhouse, nursery or similar agricultural use	P	P		P	P	P
Park, playground	P	P		P	P	P
Parking lot		P		P	P	P
Public park			P			
Uses permitted in Resource Protection District	P	P	P	P	P	P
Residential Uses						
Single-family	P	P	P	P	P	P
Two-Family	P	P		P	P	P
Multi-family	P	P		P	P	P
Renting Rooms in Private Dwelling	P	P	P	P	P	P
Institutional Uses						
Charitable, educational	P	P		P	P	P
Church, Parish House	P	P		P	P	P
Clinic, medical/dental		P		P	P	P
Convalescent home, rest home	P	P		P	P	P
Day nursery	P	P		P	P	P
Elderly congregate Housing	P	P		P	P	P
Municipal use	P	P		P	P	P
Nursing home	P	P		P	P	P
Public utility installation			P			
Commercial Uses						
Antique shop		P		P	P	P
Convenience store						P
Eating place		P		P	P	P
Funeral home		P		P	P	P
Hotel, motel				P		
Marina, boatyard			P			
Marine research facility			P			
Office building		P		P	P	P
Professional building	P	P		P	P	P
Recreational use		P		P	P	P

	Residential District	Business District	Village Waterfront District	Commercial District	Nequasset Watershed District	Rural District
Retail Shops			P	P		
Retail and Wholesale outlet		P		P	P	P
Service establishment		P		P	P	P
Industrial Uses						
Gravel pit						P
On-site manufacturing		P		P	P	P
Other						
Any other building or use, unrestricted					P	P

10. REGIONAL COORDINATION

The Town of Wiscasset continues to be linked in a number of ways to other nearby communities. The following is a summary of some of Wiscasset's regional coordination/cooperation efforts. This Plan envisions that these efforts will continue and that they will benefit all participating communities.

Wiscasset Municipal Airport. The Wiscasset Municipal Airport has been serving Lincoln and Sagadahoc Counties since 1960. Sixty-five percent of general aviation flights are conducted for business and public services that need transportation more flexible than airlines can offer. The airport serves a wide variety of users including Life Flight and Angel Flight medical evacuations, businesses and vacationers for access to Midcoast Maine., law enforcement agencies, power line and pipeline patrols, the National Guard and federal government.

Wiscasset Ambulance Service. The Wiscasset Ambulance Service (WAS) provides emergency medical services to Wiscasset, Alna, Edgecomb and Westport. The WAS has provided service to Alna, Edgecomb and Westport for nearly three decades without charge with the exception of contributions in recent years for paramedic training and the replacement of one ambulance.

Wiscasset Public Library. The Wiscasset Public Library serves the residents of Wiscasset, Westport, Edgecomb and Alna. Each of these communities makes an annual contribution so their residents can use the services of the Library.

Wiscasset School Department. Approximately 25% of the students attending the Wiscasset School system are tuition students who live in other communities. Some come from nearby communities (Alna, Westport), while others come from more distant communities (for example, Bristol).

Fire Protection. The Fire Department serves not only Wiscasset, but also provides mutual aid to other communities. During one recent 18-month period, there were 176 fire calls, of which 40 were for mutual aid.

Regional Initiatives. Wiscasset has been and continues to be involved in a number of regional studies and initiatives including the Midcoast Council for Business Development and Planning, the bypass issue, the Gateway 1 initiative, the Sourcewater Protection Plan for Nequasset Lake, and efforts to extend rail service between Brunswick and Rockland, to name a few.

Comprehensive Plan Strategies. There are a number of Comprehensive Plan policies and strategies that support continued regional coordination. These include the following:

Economy

1. A. Transportation links. Encourage inter-modal transportation links – cruise, tour/ferry boat dock and passenger rail station.

1. F. Cruise ships. Attract cruise ships to Wiscasset by initiating a modest marketing effort to those companies that operate small ships in the New England/Canada range.

Natural Resources

1. C. Open Space Plan. Prepare an open space plan for the Town that identifies, documents and prioritizes important open space resources and recommends strategies for protecting those resources...Coordinate efforts with Woolwich, Alna and Dresden.
4. B. Nequasset Lake. Participate in the Sourcewater Protection Plan for Nequasset Lake, an ongoing multi-town effort to protect the quality of Nequasset Lake.
4. E. Sheepscot River. Participate with all organizations interested in the future of the Sheepscot River. Organize joint participation with towns who share the Sheepscot River watershed.

Transportation

4. A. Midcoast Partnership. Create a partnership among neighboring towns to face shared transportation challenges and find joint solutions that do not harm the midcoast region's small-town, rural character and environmental assets.

11. WISCASSET GOALS, POLICIES AND STRATEGIES

Introduction

This section of the Comprehensive Plan sets forth Wiscasset's goals, policies and strategies for the next ten years. Detailed information on each of the topics presented here can be found in the various inventory sections of the plan.

Goals, policies and strategies are differentiated in the following way:

- Goals represent an ideal that the Town would like to reach at some point in the future.
- Policies are more specific directives that should be followed to achieve the goals.
- Strategies are actions to be taken to implement the policies and achieve the goals.

For each of the strategies set forth in this section, the Plan identifies one or more responsible parties and assigns an overall priority rating. There are three possible priority ratings:

- High: to be addressed in a time period of 1 - 3 years
- Medium: to be addressed in a time period of 3 - 5 years
- Low: to be addressed in a time period of 5 - 10 years

Abbreviations

EDD	Economic Development Director
ORC	Ordinance Review Committee
RC	Road Commissioner
PB	Planning Board
TC	Transportation Committee
TP	Town Planner
WC	Waterfront Committee
CC	Conservation Commission
HPC	Historic Preservation Commission
CEO	Code Enforcement Officer

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Goals

1. Preserve the maritime, historic, cultural and rural character of the town.
Townspeople recognize that the Village streetscapes, the harbor and river views, and the scenic views of the town enhance each other.
2. Recognize that Wiscasset's unique historic heritage has an economic value to the town.
3. Ensure the compatibility of new construction with the maritime, historic, cultural and rural character of the town.
4. Seek certified local government status when the town adopts an ordinance that meets the requirements of this program.

Policies	Strategies	Responsibility/Date
1. Historic Heritage. Preserve Wiscasset's historic heritage.	A. Wiscasset Historic Preservation Commission. Appoint the Wiscasset Historic Preservation Commission. <i>Its overall mission is to achieve the goals expressed in this plan and build support for the adoption and implementation of a Historic Preservation Ordinance. The Commission should consist of people who have the interest, knowledge, experience, capability and demonstrated desire to promote historic preservation in the Town. There should be five members balanced to represent the village districts, rural areas and the business interests in Town.</i>	Selectmen/High
	B. Educational Program for Landowners and the Public. <ul style="list-style-type: none"> <u>Step 1:</u> Immediately upon appointment of the commission, invite property owners to share information about the history of their property. This information shall be held at the Wiscasset Public Library, <i>The commission should listen to the plans of the homeowners and gradually establish itself as the respected source of assistance for properties presently or eligible to be in the National Register of</i>	HPC/TP/High

	<p><i>Historic Places.</i></p> <ul style="list-style-type: none"> • <u>Step 2:</u> Launch an Educational Program. <p>Suggestions for educational activities initiated in this year include, but should not be limited to:</p> <ul style="list-style-type: none"> • <i>Sponsoring a project using interested writers, perhaps high school students, to prepare a narrative description of each historic home, why it is historic and what are its unique architectural external features; and deliver it to the current owner and to the Wiscasset Public Library;</i> • <i>Sponsoring a course in researching dates of one's house to make residents aware of this special aspect of Wiscasset;</i> • <i>Combining the above two so that the product of the course is the narrative;</i> • <i>Undertake a town-wide survey for historic archaeological sites not covered by previous surveys;</i> • <i>Working with social studies or history teachers to incorporate Wiscasset history into the 5th grade Maine history curriculum.</i> <p>C. Public Forums on Historic Preservation Ordinance. As soon as possible, announce and promote a series of forums focused on a proposed Historic Preservation Ordinance.</p> <p><i>Forum 1— Ask representatives, preferably lay people from towns that have a Historic Preservation Ordinance, to describe their ordinance, how it was accepted by the town and lessons learned since its adoption.</i></p> <p><i>Each of the following 3 forums should deal with key elements of the Ordinance.</i></p> <p><i>Forum 2—Present the proposed powers and duties of the Commission.</i></p>	<p>HPC/TP/High</p>
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	<p><i>Forum 3—Present the proposed permit requirements and review what activities require a permit.</i></p> <p><i>Forum 4—Present the proposed criteria used in reviewing applications.</i></p>	
	<p>D. Issues to Consider in Developing an Historic Preservation Ordinance.</p> <ul style="list-style-type: none"> • Review the Secretary of the Department of Interior’s handbook on historic preservation. • Present each of the key elements of a proposed Historic Preservation Ordinance to the public in an outline form (similar to the format shown in the appendix of this plan) and show the participating public how the Historic Preservation Commission has responded to the concerns raised at the forums. 	HPC/High
	<p>E. Local Ordinances. Amend the Subdivision, Site Plan Review and Shoreland Zoning Ordinances to require the following:</p> <ul style="list-style-type: none"> • The applicant must supply information, and the Planning Board confirm, that archaeological or historic resources on the site will not be irreversibly damaged. • Design standards will require that new buildings, signs, and lighting have setbacks and screening to permit growth without detracting from Wiscasset’s existing scenic assets. <p><i>In drafting these amendments, the Planning Board should seek the advice of the Wiscasset Historic Preservation Commission and, if deemed necessary, the Maine Historic Preservation Commission.</i></p> <ul style="list-style-type: none"> • Under the General Standards, the Building Inspector and the Planning Board need to inform an applicant of the nature of the resource and its status as registered in the State Inventory. 	TP/ORC/PB/Town Meeting/High
	<p>F. Property Tax Reimbursement-Local Option. Explore the interest in</p>	HPC/Medium

	<p>local participation in the tax reimbursement program for expenditures related to preserving historic or scenic views.</p> <p><i>The Town would have to appropriate money to reimburse taxpayers for a portion of their real estate taxes for the preservation of property in the National Register of Historic Places.</i></p> <p>G. Route 1 in Historic Overlay District. When a bypass is built off Route 1, sponsor a study on Main Street, including traffic flow, sidewalks, and appropriate parking lots and street lights.</p> <p><i>Because Route 1, as it passes through the heart of the Historic Overlay District on Main Street, is a major state arterial, it is subject to state regulations regarding curbs, width, and design of parking areas. There are design standards for width regarding parking, curbs, and handicapped access. Street lights are not regulated by the Maine Department of Transportation (MDOT). When a bypass is built off Route 1, then the present Main Street will become a collector road and will not be as tightly regulated by the state.</i></p> <p>H. Main Street Maine Program. Investigate preparing an application for the State of Maine Downtown Program. (See Historic and Archaeological Resources inventory, P. 1-17.)</p> <p><i>A tool available to plan for a new revitalized historic downtown is to set up a Main Street Maine program.</i></p> <p>I. Cemetery Maintenance. Include and/or increase funds for the maintenance of Town-owned cemeteries in the budget.</p> <p><i>The Town-owned cemeteries, especially the Ancient Cemetery, are in need of maintenance and repair. These sites are the final resting places for many of Wiscasset's founding families, are listed in the National Register of Historic Places and are an attraction on the Walking Tour of the Village. The Town must recognize its responsibility to provide for continued and respectful maintenance and repair of these grounds and</i></p>	<p>HPC/Low</p> <p>Selectmen/Budget Committee/ Town/Low</p>
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	<p><i>tombstones and budget appropriately for these services.</i></p> <p>J. Economic Value of Historic Overlay District. See Economy section of Goals, Policies and Strategies, 2.A., p. 11-8.</p>	
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HOUSING

Goals

1. Encourage and promote affordable, decent housing opportunities for all Maine citizens.
2. Recognize that the availability of affordable housing is essential to the health, well-being and economic development of Wiscasset and Lincoln County as a whole.
3. Foster public/private partnerships in achieving these goals.

Policies	Strategies	Responsibility/Priority
1. Housing availability. Make housing, including rental housing, available to everyone in the community.	A. Manufactured Homes. Continue to permit manufactured housing throughout the town except in the Village 1 and Village 2 Districts.	Ongoing
2. 10% Incentive. Strive to have at least 10% of all housing built during the next decade be “affordable,” according to the Maine State Housing Authority’s definition of affordable.	<p>A. Residential Districts. Permit a density bonus in a subdivision for dedicating and pricing 10% of the lots for affordable housing.</p> <p>B. Neighborhood Overlay District. Amend the current Zoning Ordinance to create a Neighborhood Overlay District. Where water and sewer exist, the lot sizes can be reduced. There would be a density bonus in exchange for more affordable units.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

ECONOMY

Goals

1. Promote an economic climate that increases job opportunities and overall economic well-being.
2. Encourage the development of good jobs in and around Wiscasset as well as a diversified economic base and commercial use of the harbor and airport.
3. Move toward a tax base of light industry, commercial and residential uses.
4. Develop tourism, industry, business, homes and services while protecting the historic and rural character of the Town.

Policies	Strategies	Responsibility/Priority
<p>1. Waterfront. Launch the waterfront redevelopment process. Make the central village waterfront a tourist magnet with additional retailing and lodging centered around rail, tour boat and marina developments.</p> <p><i>The village remains one of the gems of Maine, as a place to live or to visit. Maintaining its historic character is essential, while retaining its vital economic role in the town and region.</i></p>	<p>A. Waterfront Catalyst. Investigate a mechanism that would be a catalyst for the waterfront redevelopment. Explore the formation of a Regional Port Authority, and/or an application for the Main Street Maine Program. <i>(See Historic and Archaeological Resources inventory, P. 1-17.)</i></p>	EDD/Medium
	<p>B. Transportation Links. Encourage inter-modal transportation links – cruise, tour/ferry boat dock and passenger rail station.</p>	EDD/Ongoing/High
	<p>C. Large, Paved Parking Areas. Avoid large, paved parking areas at or near the water's edge.</p> <p><i>Because waterfront property is too valuable to be used for new parking areas, the Town should not create large, paved parking areas at or near the water's edge. This is not the correct use of this unique real estate, which will be more productively developed for commercial projects, public access and facilities that specifically promote a working waterfront.</i></p>	PB/Town Meeting/High
	<p>D. Private Parking Requirement. Through standards in the Zoning Ordinance, require that new development along the riverfront provide its own parking.</p>	TP/ORC/PB/Town Meeting/High

Policies	Strategies	Responsibility/Priority
	<p>E. Marina. Encourage a privately owned and operated marina, possibly on the Main Street Pier.</p> <p>F. Cruise Ships. Attract cruise ships to Wiscasset by initiating a modest marketing effort to those companies that operate small ships in the New England/Canada range (<i>See also the Transportation section of Goals, Policies and Strategies, 2.C., p. 11-26</i>).</p> <p>G. Riverfront Access Road. Create a pedestrian walkway. Allow limited vehicle access for maintenance purposes.</p> <p>H. Waterfront Policing. Assist in the waterfront redevelopment effort by continuing to maintain a safe and peaceful climate on the waterfront.</p>	<p>EDD/High</p> <p>EDD/Medium</p> <p>TC/Selectmen/ Town Meeting/High</p> <p>Police/Ongoing</p>
<p>2. Historic Village. Preserve the historic nature of the village, both in terms of individual structures and overall ambience, and enhance its role as a service and cultural center for the region's residents. Make it a destination for visitors.</p>	<p>A. Historic Preservation Ordinance. Adopt a Historic Preservation Ordinance, as recommended in this plan, and then use it to market the village as a visitor destination point.</p> <p>B. Parking. Expand the availability of parking by negotiating with private property or commercial businesses to use lots in the peak tourist season. (<i>See also the Transportation section of Goals, Policies and Strategies, 1.C. p. 11-25.</i>)</p> <p>C. Railroad Avenue. Work with MDOT, the owner of the railroad right of way, for use of Railroad Avenue for parking.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>EDD/Medium</p> <p>EDD/High</p>
<p>3. Route 1 Corridor. Develop the Bath Road south of the Historic Overlay District for retailing, lodging and service businesses that are not appropriate for the Historic Overlay District, while maintaining the flow of traffic, a style and scale</p>	<p>A. Access Management Rules. Continue to work with Maine DOT to establish rules for access and curb cuts that maintain the traffic flow on the Bath Road south of the Historic Overlay District. Include the consideration of service roads, bridges, and other flow-enhancement strategies. Implement the access recommendations of the Transportation Committee.</p>	<p>TC/ TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p>that is “rural” rather than “urban,” and a mix of developed stretches of the corridor with others that remain residential or undeveloped.</p> <p><i>Many retail and service businesses require significant amounts of space: parking, highway access and a high flow of traffic. Continued growth along the Route One corridor is therefore likely, and this is the best location in the Town for such development. It is important, nevertheless, not to permit a continuous strip of development to emerge from the Woolwich line to the village center. This would have negative effects on the Town’s ability to grow as a tourist destination, as well as on the flow of traffic on U.S. Route One.</i></p>	<p>B. Bath Road Master Plan. Enter into an agreement with MDOT to hire a consultant to conduct a one-year study of traffic and land use on Bath Road in order to establish the overall scope of highway improvements and mitigation. This study will be required in order to stimulate economic growth on Bath Road by reducing uncoordinated mitigation expenditures required of developers that are prohibitive to economic development under the current system. Pool the resources of the private sector and MDOT to sponsor a Master Plan for the development of Bath Road south of the Historic Overlay District, which would include design standards that can be incorporated into the Zoning Ordinance.</p> <p>C. Bath Road Zoning Districts. Establish different open space as well as business zones along Bath Road south of the Historic Overlay District in order to leave some open space.</p>	<p>TC/ TP/ORC/PB/Town Meeting/Selectmen/High</p> <p>TP/ORC/PB/Town Meeting/High</p>
<p>4. Zoning Ordinance. Amend the Zoning Ordinance to improve the development review process so that developers and residents know what is and is not acceptable and new businesses develop consistent with the unique character of Wiscasset.</p> <p><i>The Zoning Ordinance is overly broad, creates obstacles to economic</i></p>	<p>A. Commercial Zones. Designate Commercial/Industrial and Rural Commercial/Industrial zoning districts.</p> <p>B. Standards. Develop appropriate standards for each zone depending on the objective of the zone.</p> <p>C. Smaller Commercial Complexes. Permit smaller lots and clustered complexes in areas now served or potentially served by public water and sewage treatment.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<i>development and fails to guide development appropriately and to protect the cultural and scenic values that make the town attractive to business and residents alike. Too often a lengthy, contentious process of a zone change is required to accommodate a particular business that may actually be desired by and be consistent with the Town's wishes.</i>	D. Performance/Design Standards. Develop performance/design standards, particularly for highway commercial zones that are acceptable to the business community, that enhance, rather than detract from the value of frontage property, and that aim at creating the appearance of a high-quality retail and services district.	TP/ORC/PB/Town Meeting/High
<p>5. Airport/Rail. Assure that the airport and rail line serve as net financial contributors to the Town.</p> <p><i>The airport is a key asset for business attraction. Its value for all-weather business aviation is somewhat restricted by runway length. Passenger trains are coming to the region.</i></p>	<p>A. Land for Aviation Businesses. Permit development of Town-owned land adjacent to the airport runway for aviation-related businesses.</p> <p>B. Airport Fees. Increase revenues to the Town from the Fixed Base Operator through marketing aimed at increasing utilization of the airport.</p> <p>C. Airport Expansion. Prepare a zoning standard that will enable future expansion of the airport at a scale appropriate to Wiscasset.</p> <p>D. See the Transportation section of Goals, Policies and Strategies, 2.A. and 2.B., p. 11-26.</p>	<p>Selectmen/Medium</p> <p>EDD/Low</p> <p>TP/ORC/PB/Selectmen Town Meeting/High</p>
6. Vocational Training. Maximize opportunities to provide post secondary and vocational/technical training to enhance the employability of the local population. Increase technical/vocational training opportunities to attract new businesses.	A. Vocational Training. Work with higher education institutions and the Wiscasset school system to attract vocational training to the Town.	Supt. of Schools/ School Committee/Low

Policies	Strategies	Responsibility/Priority
<p>7. Tax Increment Financing (TIF). Maximize the opportunities of a Tax Increment Financing Program.</p> <p><i>TIFs can be an incentive for those businesses that would consider not coming to Maine because of the high cost of property taxes. Additionally, the Town might lose a competitive advantage if it does not participate in the TIF program. They have become a popular tool for economic development.</i></p>	<p>A. TIF Benefits for Businesses. Locate businesses that apply for the benefits of a TIF District in areas designated in the Comprehensive Plan as appropriate for commercial growth.</p> <p>B. Infrastructure Improvements. Ensure that the infrastructure improvements needed in the TIF District be identified at the time of district designation. Ensure that captured revenue be dedicated to extend or establish the needed infrastructure, i.e. sewer line, water line extension, or the construction of a new road or bridge.</p> <p>C. Business Obligations. In the interest of assuring local benefits:</p> <ol style="list-style-type: none"> 1) Require that a business applying for a TIF demonstrate that the business will be sustainable, at least for the period of the TIF; 2) Require that a negotiated percent of local jobs at a wage well above the minimum wage be part of the contract to be taken to the voters. <p>D. Training Expenses in TIF District. Permit funding and support for vocational and technical training opportunities for the local labor pool to be an eligible expenditure of captured funds.</p>	<p>EDD/Selectmen/Ongoing</p> <p>EDD/Selectmen/Ongoing</p> <p>EDD/Selectmen/Ongoing</p> <p>EDD/Selectmen/Ongoing</p>

NATURAL RESOURCES

Goals

1. Protect and manage the quality of Wiscasset's water resources including wetlands, Gardiner Pond, streams and the Sheepscot River.
2. Protect Wiscasset's other natural resources including but not limited to wildlife, fisheries habitat, farm and forest land, and scenic resources.

Policies	Strategies	Responsibility/Priority
1. Administrative Actions. Take administrative steps to make it easier to protect Wiscasset's natural resources.	A. Conservation Commission. Form a Conservation Commission and charge it with the responsibility of undertaking the actions assigned to it by this plan.	Selectmen/High
	B. Zoning Map. Create a new zoning map for public use that clearly shows the different zones. Check the narrative descriptions to make sure they correspond exactly to the zoning districts on the map.	TP/PB/Selectmen High
	C. Open Space Plan. Prepare an open space plan for the Town that identifies, documents and prioritizes important open space resources and recommends strategies for protecting those resources. Include in the open space plan the following: <ul style="list-style-type: none"> • Wildlife habitat. <i>Include as much of the Sheepscot River shoreline as is currently undeveloped; wetlands of two or more contiguous acres; mapped deeryards of moderate or high value as field-verified by the Department of Inland Fisheries and Wildlife (IF&W) or by an appropriately qualified person; wildlife travel corridors; mapped moderate- and high-value waterfowl and wading bird habitats, including nesting and feeding areas as field-verified by IF&W; shorebird nesting, feeding, and staging areas, and seabird nesting islands as mapped and field-verified by IF&W; and critical spawning and nursery areas for Atlantic salmon. Coordinate efforts with Woolwich, Alna and Dresden.</i> • Scenic resources. <i>Those in rural areas and in the village should be documented. Work with the Historic Preservation Commission on those in the village, including views of the river and significant trees.</i> 	CC/High

Policies	Strategies	Responsibility/Priority
	<ul style="list-style-type: none"> • Significant tracts of forestland 25 acres or greater. <i>This would encourage responsible forest management plans. The committee could also send eligible landowners information on the Tree Growth Tax Program. The Conservation Commission could provide information about best forest management practices.</i> • Land that may be suitable as a demonstration “town forest.” <i>This forest would be a working resource managed for revenue generation and would serve as a demonstration of sustainable forest management practices. It would also be a perpetual source of recreational use for townspeople and habitat for wildlife. The Town could use a local, managed forest as a source for lumber for town projects. One possible location might be on a portion of the Town-owned land behind the Community Center, the Morris Farm, and the Primary School. The parcel is large enough to accommodate a new school on a portion of the land while maintaining the majority as a town forest, if that is the will of the townspeople,</i> • Prime agricultural soils, existing fields, and the parcels that may be appropriate to protect through the purchase or donation of conservation easements. <i>The easement holders may be the State (for example, the Land for Maine’s Future fund) or private land trusts such the Maine Farmland Trust.</i> • Steps the Town can take to assure that as much protected land as possible is accessible for public recreation and enjoyment through trails, and that trails link open spaces. • Consult <i>Beginning with Habitat</i> (BwH) program staff when drafting a town-wide open space plan. • The town should amend the subdivision ordinance to include provisions for an interconnected open space network. <i>Over time this comprehensive approach to open space or cluster subdivisions can encourage the protection of contiguous open space that benefits wildlife by protecting larger blocks of habitat that are connected across the landscape.</i> 	

Policies	Strategies	Responsibility/Priority
	<p>D. Public Education and Outreach. Distribute and/or provide information to the public about Wiscasset's natural resources and how those resources can be protected.</p> <ul style="list-style-type: none"> • Prepare and distribute information to well owners on the proper handling of waste oil, gasoline, solvents, battery acid, mercury switches, etc. • Advise landowners about the Tree Growth Tax Program and the Farm and Open Space Tax Program, as well as easements and other forms of protection; • Provide landowners with information on farmland protection programs, and best practices in forestry and agriculture that would support the survival of wildlife. • Educate farmers and townspeople about the Right to Farm Act – Section 2805 of the Nuisance Laws in Title 17 (Farm or Farm Operations Not a Nuisance), which can protect farmers from unfair nuisance complaints and also result in requirements for improving practices if farmers are <i>not</i> following the highest standards. • Provide information to the Planning Board about important open space areas to permit the most informed rulings by that body. • Conduct information and outreach effort to inform landowners of the value of riparian habitat, high value plant and animal habitats, and large undeveloped habitat blocks. • Create a local recognition or reward system for landowners who maintain open space and habitat protection. 	CEO/CC/High
<p>2. Soil and Water Quality. Protect soil as well as water quality.</p>	<p>A. Shoreland Zoning Changes. As required by law, amend the shoreland zoning sections of the ordinances to include in the Resource Protection District areas of two or more contiguous acres supporting wetland vegetation and hydric soils; areas of two or more contiguous acres with sustained slopes of 20 percent or greater; and areas along rivers and streams subject to severe bank erosion. Include on a new zoning map as many of these as are field-verified.</p>	TP/ORC/PB/Town Meeting/High

Policies	Strategies	Responsibility/Priority
	<p>B. Subdivision Changes. Amend the subdivision ordinance to protect the areas described in 2.A, above.</p> <p>C. Performance Standards. Amend performance standards in the site plan review ordinance to protect the areas described in 2.A., above.</p> <p>D. Access to Soils Map and Professional Expertise. Take steps to ensure that the Planning Board has access to a soils map with overlays of the types of soils, as well as access to professional expertise.</p> <p>E. Steep Slopes Review. Request technical assistance from the Knox-Lincoln Soil and Water Conservation District when undertaking a site review of land with a slope of 15 percent or greater.</p> <p>F. Road Construction and Maintenance. Request technical assistance from the Knox-Lincoln Soil and Water Conservation District in the construction and maintenance of roads. Require appropriate members of the highway department to become DEP certified in erosion control. Focus on permanent road fixes in sensitive areas (e.g., chronic washouts adjacent to wetlands and stream crossings). The highway department should ensure that when building, replacing or maintaining culverts and other road crossing structures, they do not impede flows or up- or downstream movements of organisms or materials in brooks, streams and rivers (Maine Inland fisheries and Wildlife can be contacted for assistance).</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>TP/Town Manager/Ongoing</p> <p>PB/Ongoing</p> <p>RC/Ongoing</p>
<p>3. Wetlands. Protect fresh-water and coastal wetlands.</p>	<p>A. Shoreland Zoning - Freshwater Wetlands. Amend the shoreland ordinance to comply with State laws and regulations. Take steps to ensure that wetlands are field-verified. The new zoning map should show all the freshwater wetlands greater than 20 acres and all the smaller freshwater wetlands that have been field-verified.</p> <p>B. Shoreland Zoning - Coastal Wetlands. Amend the shoreland ordinance to comply with State laws and regulations. Take steps to ensure that wetlands are field-verified.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>C. National Resources Protection Act (NRPA) Requirements. Require a project needing NRPA approval to meet NRPA requirements before issuing a building permit.</p> <p>D. Cumulative Impacts. Amend the zoning ordinance to permit the Planning Board to consider the cumulative effect of wetland disturbances and to require that mitigation measures be taken, if needed. When revising ordinances, the town should gather information from the Maine State Planning Office model ordinances that address the cumulative loss of wetlands at the town level. Request BwH staff to assist future implementation committees in developing approaches for improved wetland protection.</p> <p>E. Wetland Boundaries. Using maps as a guide, always require a site visit by a trained professional to verify the presence and real boundaries of a wetland.</p>	<p>TP/ORC/PB/CEO Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>Planning Board/Ongoing</p>
<p>4. Surface Water. Protect the quality and manage the quantity of Wiscasset's water resources including Gardiner Pond, streams and the Sheepscot River.</p>	<p>A. Enforcement. Require the code enforcement officer to enforce the shoreland zoning ordinance and local ordinances pertaining to surface water as listed above, including special terms and conditions of state or local permits.</p> <p><i>The University of Maine's Cooperative Extension Service can provide information about invasive plants and how to deal with them.</i></p> <p>B. Nequasset Lake. Participate in the on-going efforts initiated by the Nequasset Lake Stakeholders Group to protect the quality of Nequasset Lake. Work cooperatively with the Bath Water District in its efforts to review and educate landowners about the permitted uses in the watershed</p> <p><i>This discussion should include the future of the relationship between Wiscasset and the Bath Water District. Edgecomb's connection to Wiscasset's water lines intensifies the need for this discussion.</i></p> <p>C. Watersheds. Recognize the impacts of all watershed tributaries to the overall water quality in the town. Develop an incentive program for</p>	<p>CEO/Selectmen/Ongoing</p> <p>Selectmen/Water District/High</p> <p>TP/ORC/PB/CC/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>sourcewater protection improvements in watersheds, particularly along the shoreline. Encourage, participate and support local resource groups, such as the Volunteer Lake Monitoring Program and Nequasset Lake Sourcewater Steering Committee, to monitor water quality and address sources of phosphorus in the town's lake watershed. Educate residents in watersheds about potential impacts on water quality and opportunities to avoid these impacts.</p> <p>D. Stream Protection District. Add the entire length of Montsweag, Polly Clark, Ward and Nequasset brooks in Wiscasset to the Stream Protection District.</p> <p><i>Add the Stream Protection District to the zoning map. The Conservation Commission could provide the public with information about why riparian habitat and stream protection are important.</i></p> <p>E. Gardiner Pond. Amend the Shoreland Zoning, Site Plan Review and Subdivision ordinances by adopting stronger site development standards for development within the Gardiner Pond watershed.</p> <p>F. Sheepscot River and Nequasset Lake Partnerships. Create partnerships with all organizations interested in the future of the Sheepscot River. Continue to participate in the ongoing efforts of the Nequasset Lake Stakeholders Group.</p> <p>G. Stormwater Management. Monitor condition of the stormwater drainage system in the village. Maintain good infrastructure and plan for the repair or replacement of sections that are faulty. Learn new DEP rules for stormwater management and be sure that Wiscasset's system complies.</p> <p>H. Conservation Easements. Encourage the creation of conservation easements for sensitive streamside areas.</p> <p>I. Phosphorus Control. The town should amend the subdivision and site plan review ordinances to ensure that new development located in lake</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>CC/Medium</p> <p>RC/CEO/Ongoing</p> <p>CC/Selectmen/Medium</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>watersheds will not add a disproportionate amount of new phosphorus to the lake. The town can use the DEP manual <u>Phosphorus Control in Lake Watersheds: A Technical Guide to Evaluating New Development</u> to set goals for lake water quality and how to assess and control the potential phosphorus impact of new development in lake watersheds.</p> <p>J. Public Access to Waterways. Planning efforts should include ways for public water access. The town should seek to create cooperative agreements for access with private landowners and protect as much public land as financially feasible.</p>	CC/Selectmen/Medium
<p>5. Groundwater. Protect ground water resources.</p>	<p>A. State Law Dissemination. Disseminate information on the Department of Environmental Protection's best management practices and enforce existing laws, including the Maine State Plumbing Code and Wiscasset's recently adopted Automobile Junkyards, Automobile Graveyards, and Automobile Recycling Businesses Ordinance (known more simply as the junkyard ordinance).</p> <p>B. Junkyard Ordinance. Update the junkyard ordinance to reflect new standards and methods as they become available, for example, best practices of disposal of mercury-containing instruments.</p> <p>C. Community Well Review. Require that any new community well in a mobile home park, campground or subdivision, be reviewed carefully to assure adequacy of groundwater and that the recharge area is provided with adequate land use controls.</p> <p>D. Public Education. See Natural Resources section of Goals, Policies and Strategies, 1.D., p. 11-13.</p>	<p>Code Enforcement Officer/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>PB/Ongoing</p>

Policies	Strategies	Responsibility/Priority
6. Wildlife and Unique Natural Areas. Protect wildlife and unique natural areas.	A. Permit by Rule Requirement. To enhance the enforcement of NRPA, require that a developer submit a DEP permit (or “permit by rule”) as a condition for receiving a building permit or subdivision permit in a sensitive wildlife or unique natural area.	TP/ORC/PB/Town Meeting/High
	B. Habitat Mapping. As required by law, map the following as part of the Resource Protection District if they exist within the 250-foot shoreland zone and are undeveloped; areas adjacent to freshwater wetlands, salt marshes, and salt meadows which are rated as moderate or high value for waterfowl habitat by IF&W. Keep in the Marguerite Rafter Map Room the maps from the state’s BwH program. As information is field-verified, map other important wildlife, fisheries, and plant habitat. <i>Town officials, developers, and private citizens should refer to these maps for information about habitat and unique natural areas. Town staff may advise applicants to contact BwH program if the code enforcement officer or planning board feels that a project may have implications for significant habitat or unique natural areas.</i>	TP/CC/Ongoing
	C. Public Education. See the Natural Resources section of Goals, Policies and Strategies, 1.D., p. 11-13.	CC/Ongoing
	D. Open Space Plan. See the Natural Resources section of Goals, Policies and Strategies, 1.C., p. 11-12	
	E. Bald Eagle Essential Habitat. Amend ordinances to provide standards requiring landowners who develop property within a bald eagle essential habitat to secure applicable Maine Department of Inland Fisheries and Wildlife approvals before town development applications can be approved.	TP/CEO/PB/Town Meeting/High
	F. Two Areas of Statewide Ecological Significance. Amend subdivision, site plan review, shoreland zoning, and other local ordinances to protect both inland and water habitats and resources. Require provisions in local ordinances for a botanical review by biologists at Maine Natural Areas	TP/CEO/PB/Town Meeting/High

Policies	Strategies	Responsibility/Priority
	<p>Program when a proposal potentially conflicts with a mapped resource.</p> <p>G. Outstanding River Segment. Amend subdivision ordinance to include state statute standards regulating subdivisions within the Outstanding River Segment.</p> <p>H. Conservation Easements. Encourage the creation of conservation easements or fee ownership to protect wildlife, habitats and other sensitive natural areas. See Public Facilities and Services section of Goals, Policies and Strategies, 1.B.</p> <p>J. Riparian Habitats. Review of development located within riparian habitats must be thorough. To ensure long-term protection of these habitats, the town should consider increasing the state minimum distance between a waterway and development.</p>	<p>TP/CEO/PB/Town Meeting/High</p> <p>CC/Selectmen/Medium</p> <p>TP/CEO/ORC/PB/Town Meeting/High</p>
<p>7. Scenic Resources. Protect scenic resources.</p>	<p>A. Identification of Scenic Features and Views. Through an organized process, identify, document, and prioritize the scenic features and views that townspeople value. Involve representatives of the Planning Board, the Conservation Commission and Historic Preservation Commission. Maintain “scenic road” designation for Dickinson Road and consider similar designation for other features of the town.</p> <p><i>The starting place for this process could be the photo survey included in the 1989 Comprehensive Plan; the Proposed Special Areas Map made for that plan; the list of favorite places that townspeople created at the visioning session in March 2004; the Beginning with Habitat map of natural resources; and the map of the Historic District.</i></p> <p>B. Protection of Scenic Resources. After scenic features and views have been identified, strategies should be enacted for protecting these areas.</p>	<p>TP/CC/HPC/High</p> <p>TP/CC/HPC/High</p>

Policies	Strategies	Responsibility/Priority
	<p>C. Design Standards. Amend the subdivision and site plan review ordinances to require design standards for new buildings, signs, and lighting and protocols for setbacks and screening to permit growth without detracting from Wiscasset’s existing scenic assets.</p>	TP/ORC/PB/Town Meeting/High
<p>8. Farmland. Preserve existing working farmland as well as land with prime agricultural soils so that the town may benefit from the economic, recreational, wildlife, aesthetic, and cultural value of this type of land</p>	<p>A. Preservation Strategies. Research strategies other towns have used to involve the private sector in purchasing development rights or transferring those rights from agricultural land to parts of town slated for growth. (Tax moneys need not be involved.)</p> <p>B. Farm Stands. Support local farming by continuing to permit farm stands, as long as they are safely located and do not impede vehicular traffic; pick-your-own operations; and greenhouses.</p> <p><i>An alternative or additional strategy would be to create an area in town with adequate parking for seasonal vendors.</i></p> <p>C. Marketing. Aid Wiscasset farms in marketing by promoting them on the town’s Web site and inviting them to sell their farm products at town events.</p> <p>D. Inclusion in Economic Considerations. Keep farming enterprises in the town’s ongoing discussions of economic development.</p> <p>E. The Morris Farm. Continue the supportive relationship between the Morris Farm and the schools, such as the after school program, through which children learn about farming and related natural-resources issues.</p> <p>F. Buffer Strips. To avoid conflicts between uses, amend the Land Use Ordinance to require buffers in any plan for residential or commercial uses abutting a farm.</p> <p><i>Land for buffers should be taken from the parcel slated for new development. New farms would be responsible for providing the required buffers. The ordinance language should include clear definitions of what</i></p>	<p>CC/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>EDD/Ongoing</p> <p>EDD/Ongoing</p> <p>School Department/ Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p><i>constitutes a “farm,” a “buffer,” and “new development.”</i></p> <p>G. Public Education. See Natural Resources section of Goals Policies and Strategies, 1.D., p.11-13.</p> <p>H. Open Space Plan. See the Natural Resources section of Goals, Policies and Strategies, 1.C., pp 11-12 and 11-13.</p>	<p>CC/HPC</p> <p>CC/HPC</p>
<p>9. Forests. Maintain sufficient acres of forest land to support the use of forests as a working resource, to provide wildlife habitat, to help protect water quality and to offer recreational opportunities</p>	<p>A. K-12 Education. Encourage the Wiscasset School District to include in its K-12 curriculum the teaching of the importance of woodlands.</p> <p><i>The town forest and the neighboring Sortwell Memorial Forest would be an outdoor classroom for this aspect of the curriculum.</i></p> <p>B. Forest Management Plan. Require a forest management plan for those forest lands that are set aside as open space in a cluster housing or conservation subdivision.</p> <p>C. Public Education. See the Natural Resources section of Goals, Policies and Strategies, 1.D., p. 11-13.</p> <p>D. Open Space Plan. See the Natural Resources section of Goals, Policies and Strategies, 1.C., pp 11-12 and 11-13.</p>	<p>CC/School Department/ Medium</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>CC</p> <p>CC</p>
<p>10. Marine Resources. Protect Wiscasset’s marine resources industry, port and harbor from incompatible development and promote access to the shore for commercial fisherman and the public.</p>	<p>A. Monitoring. Oversee the monitoring of water quality regularly and present an annual report to the selectmen about the health of the town’s marine resources.</p> <p><i>The committee would establish criteria for water testing and coordinate with and disseminate information to other organizations collecting information.</i></p> <p>B. Shoreland Zoning Standards. Tighten performance standards in the shoreland zoning district to minimize non-point source pollution. This includes the river itself and the streams that feed into it.</p>	<p>WC/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>C. Septic System Monitoring. Establish a monitoring/inspection procedure for septic systems close to the river.</p> <p>D. Overboard Discharge Prohibition. Amend town ordinances to include the overboard discharge of waste into the harbor as a prohibited pollutant.</p> <p>E. Birch Point and Ferry Roads. Stay actively involved in discussions about the development of Birch Point and Ferry Road properties to assure that development permits continued public access and does not adversely impact marine resources.</p> <p>F. White's Island. The Town should also work with the owner of White's Island to establish a reasonable solution to public access there. If White's Island ever became available for purchase, the Town should purchase it.</p> <p>G. Invasive Plants and Species. Stay abreast of information pertaining to the infiltration of Wiscasset waters by invasive plants and species and take the necessary steps for protection or remedy.</p> <p>H. Snow Dump Effects. Stay abreast of information pertaining to the effect on marine species of dumping salted snow into the river causing possible elevated salinity in the late winter and early spring, and take necessary steps for protection or remedy.</p> <p>I. Light Pollution. Address, through performance standards in the Resource Protection District, the potential for light pollution around the waterfront and along the shoreline.</p>	<p>Plumbing Inspector/ High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>WC/Ongoing</p> <p>TP/Town Meeting/High</p> <p>Harbor Master/ Ongoing</p> <p>CC/Low</p> <p>TP/ORC/PB/Town Meeting/High</p>

PUBLIC FACILITIES AND SERVICES

Goals

1. Plan for, finance and develop an efficient system of public facilities to accommodate growth and development.
2. Maintain Wiscasset's public facilities and services, and make needed improvements where feasible.
3. Foster public/private partnerships in achieving these goals.

Policies	Strategies	Responsibility/Priority
1.General. Plan for the public facility needs of the community on a long-range basis.	<p>A. Budget Review Committee. Continue to use the Budget Review Committee to review the budget prepared by Town officials.</p> <p>B. Capital improvements plan. Annually review and update a capital improvements plan for financing the maintenance, repair and/or improvement of public facilities. Prioritize needs and indicate how capital needs from the previous year's plan have been met.</p> <p><i>A capital improvements plan (CIP) is an effective way to set priorities for public facilities and to budget for them. A CIP process looks at all of the major capital facility needs of the community and the ability of the town to pay for them. It then sets priorities for capital expenditures. Items to be considered for inclusion in a CIP are:</i></p> <ul style="list-style-type: none"> • <i>Fire and police services</i> • <i>Solid waste facilities</i> • <i>Town docks and wharfs</i> • <i>School facilities</i> • <i>Park and recreation facilities</i> • <i>Roads and sidewalks</i> • Land bank account to be added to annually and spent according to a specific set of guidelines for the acquisition of land and open space. <p><i>A long-range CIP anticipates major expenditures and provides greater flexibility in the timing of them.</i></p>	<p>Selectmen/Town Meeting/ High/Ongoing</p> <p>Budget Committee/ Selectmen/High Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p>C. Capital reserve accounts. Develop a written standing policy on the use of reserve accounts to fund at least a portion of major capital projects and for equipment replacement.</p> <p>D. State Budget. Continually review the State budget and its implications for Wiscasset.</p> <p>E. Regionalization. Continue to explore opportunities for the regionalization of services that will save money and better serve the citizens of Wiscasset.</p>	<p>Budget Committee/Town Meeting/Selectmen/ Ongoing Town Meeting/Selectmen/ Medium/Ongoing</p> <p>Selectmen/High/Ongoing</p>
<p>2. Emergency Services. Ensure that Wiscasset maintains a high level of emergency response services.</p>	<p>A. Fire, Rescue and Ambulance. Annually review Wiscasset’s fire, rescue and ambulance capabilities in light of changing population levels, changing homeland security needs and financial constraints, and make budget adjustments as necessary.</p> <p>B. Mutual Aid. Continue to participate in mutual aid agreements with other communities and develop written mutual aid criteria.</p> <p>C. Police Protection. Annually review Wiscasset’s police protection capabilities, the growth in demand for services, and make recommendations to the Town as necessary.</p>	<p>Fire Chief/Budget Committee/ Selectmen/High/Ongoing</p> <p>Fire Department/Selectmen High/Ongoing</p> <p>Police Chief/ Budget Committee/ Selectmen/High/Ongoing</p>
<p>3. Water Supply. Provide public water to the community on an on-going basis.</p>	<p>A. Coordination. Continue to work with the Wiscasset Water District to ensure that the public water supply system continues to meet the growing needs of the community.</p> <p>B. Upgrades Necessitated by Development. Amend local ordinances, where necessary, to ensure that water system upgrades necessitated by new development are paid for by new development.</p>	<p>Selectmen/Medium/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>
<p>4. Public Sewer. Provide for cost-effective sanitary sewer services.</p>	<p>A. Expansion of Services. Utilize the excess capacity in the sewage treatment plant by extending services to town “growth areas,” then to adjacent communities, where practical and cost effective.</p>	<p>Selectmen/Town Meeting/ Medium/Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p>B. Upgrades Necessitated by Development. Work with developers to ensure that sanitary system improvements necessitated by new development are paid for by developers. Amend local ordinances, where necessary, to clarify the fact that developers are responsible for such improvements.</p> <p>C. User Fees, Connection Fees. Continue to support the operation and maintenance of the sanitary sewer system through user fees and connection fees.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>Selectmen/Town Meeting/High/Ongoing</p>
<p>5. Solid Waste. Continue to plan for and provide an efficient system of solid waste disposal.</p>	<p>A. Transfer Station. Continue to operate the transfer station for the benefit of Wiscasset's residents and businesses. Encourage residents to recycle to the maximum extent possible. Evaluate single stream recycling.</p>	<p>Selectmen/Medium/Ongoing</p>
<p>6. Library. Continue to support library services for the residents of Wiscasset</p>	<p>A. Library Support. Continue to support the Wiscasset Public Library on an annual basis.</p>	<p>Town Meeting/Medium Ongoing</p>
<p>7. School System. Ensure that students from Wiscasset receive a cost effective, quality education.</p>	<p>A. School Efficiency. Continue to meet with the School Department to explore ways that the Department can contain costs. Encourage the School Department to continue accepting tuition students.</p>	<p>Selectmen/High/Ongoing</p>
<p>8. Public Works/Highway Department. Provide for the maintenance of the Town's roads, ditches, sidewalks, stormwater management systems and lands in a cost effective manner.</p>	<p>A. Capital Plan. As part of the capital improvement program, prepare and annually update a plan for improving roads, sidewalks, stormwater management systems and other Town properties.</p> <p>B. Private Contractors. As the Town grows, consider using private contractors to meet some of the public works needs of the community.</p> <p>C. Stormwater Management. Require developers to create and adhere</p>	<p>Road Commissioner/Town Manager/Selectmen/High/Ongoing</p> <p>Selectmen/Low/Ongoing</p> <p>ORC/PB/CC/Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p>to a viable and acceptable stormwater and erosion control management plan. Biannually review stormwater and erosion control technologies and revise ordinances to reflect improved management system.</p> <p>D. DEP Certification. Require appropriate members of the highway department to become DEP certified in erosion control to help reduce input of sediment and phosphorus to waterbodies from town roads.</p>	Road Commissioner/ Ongoing

RECREATION

Goals

1. Encourage the development and maintenance of recreational facilities and opportunities to meet the needs of residents and visitors.
2. Take into consideration impacts to surrounding land uses, critical areas, and significant natural, scenic, historic, or cultural features when undertaking park and recreation planning and development.
3. Encourage coordination of state and local recreational planning.
4. Promote and protect the availability of outdoor recreational opportunities for the Town residents, including access to surface waters.
5. Promote and protect the Town's marine resources including boating, fishing and harbor fronts.

Policies	Strategies	Responsibility/Priority
1. Planning. Support the development of park and recreational planning.	<p>A. Recreation Plan. Develop a comprehensive recreational plan for the Town that includes, but is not limited to, existing facilities, regional involvement, Town-owned land, and an inventory of needs that could include waterfront activities, activity fields, special use facilities (skate parks), community center, trails, funding mechanisms, construction, maintenance and operations for presentation to the Selectmen.</p> <ul style="list-style-type: none"> • Support the maintenance of winter and off-season recreational and cultural events, and encourage the development of additional recreational and cultural opportunities. 	Recreation Department/TP/High

Policies	Strategies	Responsibility/Priority
	<ul style="list-style-type: none"> • Encourage public access to shoreline areas in the development and maintenance of park and recreational opportunities, where consistent with the protection of critical areas. • Consider aesthetic quality as an important element in the design and development of recreation facilities. • Consider compatibility with adjacent land uses and the adequacy of infrastructure in the development and expansion of recreational facilities. • Coordinate with private and public park and recreation purveyors to determine the actual recreation demand and scope of needed facilities for Wiscasset and adjacent communities. • Include regional recreational considerations in the plan's development. 	
<p>2. Underutilization Study. Prepare a comprehensive study of existing underutilized public rights of way, easements and parcel's of land.</p>	<p>A. Right of Way/Easement Study. Prepare a comprehensive study, for presentation to the Selectmen, of existing and underutilized public rights of way, easements and public/private parcels of land. Assess the potential for public benefit through the following steps:</p> <ul style="list-style-type: none"> • Identify all undeveloped or underutilized Town-owned and private right of ways, easements and parcels of land and determine ownership status. • Establish criteria to evaluate public benefit including at a minimum, water access, park siting, trails, view corridors, resale or exchange, open space, critical areas, utility purposes, and property access streets. • Assess each site's value using criteria established above to determine value for use. • Develop and encourage the implementation of a plan for use of each site. 	<p>Recreation Department/TP/Medium</p>
<p>3. Multiple Seasons and Use. Encourage park and recreational facilities to be designed for multiple uses and seasons, where feasible.</p>	<p>A. Town/School Coordination. Continue the Town's relationship with the Wiscasset School District and utilize each other's recreational assets to greater mutual development.</p> <p>B. Zoning Standards. Develop standards in the Zoning Ordinance that</p>	<p>Recreation Department/ Superintendent/Ongoing</p> <p>TP/ORC/PB/Town</p>

Policies	Strategies	Responsibility/Priority
	encourage the establishment of park facilities for all major subdivisions. C. Brochure. Create a brochure outlining all recreational facilities available for public access in Wiscasset.	Meeting/High Recreation Department/ High
4. Funding. Pursue private, state and federal grants to be used for recreational facilities, and make a special effort to seek funds for the development of a bike/walking trail system.	A. Funding for Bicycle Pedestrian Trail. Apply for state and federal funds for the development of a bike/pedestrian trail system. B. Yearly Budget. Include the Town's yearly budget funds dedicated for not only the maintenance but also the improvement of the Town's recreational facilities.	EDD/Recreation Department/High Selectmen/Budget Committee/Recreation Department/Town/ Ongoing
5. Coordination. Work in cooperation with land-owners and private recreational organizations such as snowmobile clubs in order to improve the current recreational facilities.	A. Landowner Coordination. Encourage the continued use of lands for agriculture, woodlands and outdoor recreation through incentives to property owners to maintain the lands' open status, including current use assessment, conservation easements, and preferential tax programs. Use the new open space plan as a guide.	CC/Recreation Department/Ongoing

TRANSPORTATION

Goals

1. Establish an efficient, safe and environmentally sensitive road system that supports the community and the economy, while protecting Wiscasset's key assets.
2. Cooperate with neighboring communities on transportation issues that transcend town borders.
3. Diversify transportation options.
4. Promote a planning program that improves and maintains the town's infrastructure including roads and sidewalks.

Policies	Strategies	Responsibility/Priority
1. Village Vitality. Restore the vitality of the village while protecting the town's key cultural, environmental, recreational, and scenic assets.	A. Main Street Through Traffic. Continue to work with the Maine Department of Transportation (MDOT) to remove through traffic from Main Street: <ul style="list-style-type: none"> • Continue to support the Route One bypass of the village that prohibits access to residential and commercial development along the route. • Encourage access where the bypass crosses Routes 27 and 218. • Request traffic signals at the Bath /Gardiner roads and Main /Federal streets intersections to facilitate left turns and create gaps in traffic. • Request the MDOT to fulfill its promise to put "smart signs" to use on routes I-295 and I-95. • If a bypass doesn't appear likely within a reasonable period of time, consider building a local road to connect Old Bath Road to Bradford Road to better serve local traffic. 	TC/Selectmen/Ongoing
	B. When a Bypass is Definite. When a bypass is definite, influence the design process in order to enhance the village and town: <ul style="list-style-type: none"> • Request that MDOT take every possible measure to soften the impact of noise and lighting, drop the road in elevation, use berms for visual and sound barriers, and use generous and appropriate landscaping adjacent to the new road in order to make it as attractive as possible. 	TC/Selectmen/Medium

Policies	Strategies	Responsibility/Priority
	<ul style="list-style-type: none"> • Encourage MDOT to consider construction of a roundabout at the Bath/Gardiner Road intersection. • Consider ways to restore the Common and the village street pattern. • Consider restoring the bus stop in the village center. • Develop land use regulations, consistent with the future land use plan, that restrict development adjacent to bypass interchanges. <p>C. Additional Parking. Provide more parking:</p> <ul style="list-style-type: none"> • See the Economy section of Goals, Policies and Strategies, 2.B., p. 11-8. • Map existing parking and publish a handout showing it, available in local businesses. • Establish a horseshoe-shaped parking area around and under the Wiscasset end of the Davey Bridge. <p>D. Pedestrian Friendliness. Improve the pedestrian friendliness of the village.</p> <ul style="list-style-type: none"> • Create a capital improvement plan that includes maintenance of sidewalks, curbs and crosswalks • Provide human crossing assistance for pedestrians on Main Street. • Negotiate with landowners to build a pedestrian/bicycle bridge to White's Island and Birch Point. • Build a sidewalk on the south side of Tucker's Hill and Fore Street to connect the Lee Street and High Street sidewalks, the new Birch Point Bridge, the Middle Street sidewalk, and the Water Street sidewalk. • Create a new Bath Road crosswalk to connect municipal building with the county courthouse, bank, and Subway shop. • Build a sidewalk on west side of Bath Road connecting the Lee Street sidewalk, the Municipal Building, the Gardiner Road sidewalk, and the Washington Street sidewalk. • Restore the washed-out cribwork on the waterfront outboard of 	<p>TC/Selectmen/Medium</p> <p>RC/Police/EDD/ Selectmen/WC/Town Manager</p>

Policies	Strategies	Responsibility/Priority
	<p>railroad tracks in order to create a waterfront esplanade from the Main Street Pier to the Memorial Pier.</p> <ul style="list-style-type: none"> Restore the recently discontinued old Wiscasset tradition of closing Bradbury Street from High Street to Summer Street during the snowiest months for public sledding and sliding. <p>E. Road Maintenance Plan. Develop a complete road surface management plan to direct the overall maintenance and improvements of the town's road system and to include provisions that requires that any replacement or installation of stream and wetland crossing structures be sized to best accommodate aquatic invertebrate, fish and riparian wildlife travel. This plan will enable the town to maintain the majority of its roads in fair condition, address potential road impacts to water quality, and make the most cost effective use of its road improvement budget.</p> <p>F. Regional Bus Service. In consideration of the aging population and increased cost of fuel, encourage a plan that includes the investigation of a year-round bus service as part of Gateway 1.</p>	<p>RC/Town Manager/ High</p> <p>TC/High</p>
<p>2. Diversification. Diversify transportation options.</p>	<p>A. Passenger Train Service. Encourage MDOT to bring passenger train service to Wiscasset and</p> <ul style="list-style-type: none"> Work with MDOT to build a seasonal, in-town train station/platform. Work with MDOT to build a year-round commuter train station near the airport. <p>B. Rail Freight. Expand rail freight service to Wiscasset through marketing.</p> <ul style="list-style-type: none"> Consider building a freight station south of town, close to the airport, Ferry Road Technology Park, and Route 1 at the commuter train station (see 2nd bullet under 2A. above). <p>C. Water Access. Support and improve water access to Wiscasset (See the Economy section of Goals, Policies and Strategies, 1.A. through 1.H., pp.</p>	<p>TC/Selectmen/Town Meeting/Medium</p> <p>EDD/Selectmen/Town Meeting/Medium</p> <p>WC/Selectmen/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>11-7 through 11-8.).</p> <ul style="list-style-type: none"> • Support the proposal of a marina on the harbor as long as it does not threaten local fishing, the environmental quality of the river, and the quiet and darkness of the village at night. • Lengthen Memorial Pier to accommodate cruise ships. • Contact and invite “pocket cruisers” to schedule stops. <p>D. Airport. Expand the airport. See Economy Section of Goals, Policies and Strategies, 5.A. through 5.D., p.11-12.</p> <ul style="list-style-type: none"> • Develop a zoning ordinance that will protect existing and future development of the airport. • Plan for and seek funds to: <ul style="list-style-type: none"> ○ lengthen the runway. ○ build a commuter/freight station near the airport. ○ encourage aviation service businesses near the airport. ○ increase hanger space. ○ expand aprons. ○ build a new terminal. <p>E. Intermodal Connections. Create intermodal connections.</p> <ul style="list-style-type: none"> • Contact the operator of the bus service to add a stop at the in-town train station at appropriate times. • Work with MDOT to create a tourist season bus service connecting Wiscasset station to the Boothbay Region. • Consider a seasonal ferry/water taxi terminal near in-town train station. 	<p>Town Manager/ Selectmen/Low</p> <p>TC/EDD/Low</p>
<p>3. Economic Development. Encourage economic development.</p>	<p>A. Bath Road. Make Bath Road conducive to commercial development.</p> <ul style="list-style-type: none"> • See the Economy Section of Goals, Policies and Strategies, 3.A. and 	<p>EDD/Selectmen/Town Manager/High</p>

Policies	Strategies	Responsibility/Priority
	<p>3.B., pp. 11-8 through 11-9.</p> <ul style="list-style-type: none"> • Explore moving the southern end of the bypass farther south of the historic district. • Encourage MDOT to remove the arterial designation from any portion of Bath Road that is bypassed in order to create a business Route 1 similar to Damariscotta. <p>B. Ferry Road Technology Park. Work with MDOT to relocate Route 144 to provide more direct access to Westport Island and serve the Ferry Road Technology Park.</p>	<p>EDD/Selectmen/Town Manager/High</p>
<p>4. Regional Solutions. Encourage regional solutions to common problems.</p>	<p>A. Midcoast Partnership. Create a partnership among neighboring towns to face shared transportation challenges and find joint solutions that do not harm the midcoast region's small-town, rural character and environmental assets.</p> <ul style="list-style-type: none"> • Ensure that at least one member from the Transportation Committee participates in regional transportation committees or studies. • Encourage a countywide cooperative effort to identify and set priorities for transportation improvement projects, especially those that are identified in growth areas. 	<p>EDD/Selectmen/Town Manager/High</p>

12. FUTURE LAND USE PLAN

Introduction to the Future Land Use Plan

The Future Land Use Plan is an overall view of the town and how it will grow, based on the Goals, Policies and Strategies from the previous chapter. The Future Land Use Plan corresponds to the Future Land Use Map. While these are not zoning instruments, they will become the basis for a zoning map and new ordinances.

The four overarching goals for Wiscasset's future land use are these:

1. Provide for orderly growth and development in appropriate areas of the town.
2. Maintain the maritime, historic, cultural and rural character of the town.
3. Build up the tax base while promoting the maritime, historic, cultural and rural character of the town.
4. Preserve natural resources, including but not limited to ground and surface water quality, fisheries and other wildlife habitat, forest and farmland, and scenic views.

The Future Land Use Plan divides the town into five geographic sectors:

- A. The Historic Village and Harbor Neighborhood
- B. The Northeastern Neighborhood
- C. The Northwestern Neighborhood
- D. The Southern Neighborhood
- E. The Route 1 Corridor

Within each sector, there are proposed zoning districts that will guide future land use policies and ordinances. In addition, as required by the State of Maine, the Comprehensive Plan establishes Growth Areas where appropriate development is encouraged through land use policies and ordinances and Rural Areas where incompatible development is discouraged through land use policies and ordinances.

Maine's Mandatory Shoreland Zoning Act mandates that towns protect certain waters and the lands around them by creating different kinds of shoreland zones. While those do not appear on the Future Land Use Map, Wiscasset will comply with the Shoreland Zoning Act by creating appropriate designations for critical water-related resources in each applicable district.

Strategies from other chapters of this plan

The following strategies in other chapters of the Comprehensive Plan are among those that are relevant to the Future Land Use Plan:

Housing:

- 2.A. Rural 2 District
- 2.B. Neighborhood Overlay District

Economy:

- 1.A. Waterfront Catalyst
- 2.A. Historic Preservation Ordinance
- 3.A. Access Management Rules
- 3.B. Bath Road Master Plan
- 3.C. Bath Road Zoning Districts
- 4.A. Commercial Zones
- 4.B. Standards

- 4.C. Smaller Commercial Complexes
- 4.D. Performance/Design Standards

Recreation:

- 3.B. Zoning Standards

Natural Resources:

- 1.B. Zoning Map
- 1.C. Open Space Plan
- 2.A. Shoreland Zoning Changes
- 2.B. Subdivision Changes

- 2.C. Performance Standards
- 3.A. Shoreland Zoning-Freshwater Wetlands
- 3.B. Shoreland Zoning-Freshwater Wetlands
- 4.A. Permitted Watershed Uses (for Nequasset Lake)
- 7.A.-D., Scenic Resources
- 8.F. Buffer Strips (for farms)

Historical and Archeological Resources:

- 1.C. Forum on Historic Preservation Ordinance
- 1.E. Local Ordinances

FUTURE LAND USE PLAN

Goals

1. Provide for orderly growth and development in appropriate areas of the community.
2. Preserve the maritime, historic cultural and rural character of the Town.
3. Build up the tax base while promoting the maritime, historic cultural and rural character of the Town.
4. Preserve natural resources, scenic views, groundwater, and the quality of the water of Nequasset Lake and ground and stream water quality in the Nequasset Watershed.

Policies	Strategies	Responsibilities/Date
<p>1. Growth and Rural Areas. Establish growth and rural areas by geographic area.</p> <p>Note: In addition to the districts recommended by these strategies, some areas will also be subject to shoreland zoning requirements.</p> <p>Growth Districts:</p> <p>Village 1 Village 2 Village Waterfront Residential Rural Commercial/Industrial Airport Commercial/Industrial Planned Development Route 1 Corridor Shoreland Business II/Marine Overlay</p> <p>Rural Districts</p> <p>Rural 1 Rural 2</p>	<p>A. The Historic Village and Harbor Neighborhood</p> <p>Vision/Goal. This area defines Wiscasset for residents and tourists, alike. All new development should honor and be consistent with the historic character of the town and the scale of existing streets. People hope to see:</p> <ul style="list-style-type: none"> • A thriving waterfront offering a variety of public uses, events on waterfront, a covered area, and common gathering areas; a strong working waterfront, active commercial fishing; • When the bypass and a downtown train station are built, this area can become a prime destination area for tourists, who could arrive by train, boat or on foot, walking or being shuttled from nearby parking lots; • A thriving downtown, more diversity of businesses, serving residents as well as tourists. A mixed-use concept, permitting apartments above storefronts, and incorporating other tourist attractions such as an historic museum. Creative use of the Mason Station, in keeping with the character of the village waterfront. <p>The Future Plan (See the Future Land Use Map.)</p> <ul style="list-style-type: none"> • Village 1 District <p>Purpose: The intent of the V-1 District is to provide a mixed-use area that allows for residential and nonresidential uses, conversion of residences to low-impact nonresidential uses, multifamily conversions, and a visual style in conformance with the Historic Preservation Ordinance and the character of Wiscasset Village.</p> <p>Suggested Uses: Residential (single family, 2-family, multi-family), home occupations, institutional (for example: churches, schools, medical, public), small-scale commercial (for example: restaurants, retail, services, and offices).</p>	<p>TP/ORC/PB/Town Meeting/High</p>

Requirements: No minimum lot size restrictions, structures in keeping with the style and scale of the village.

- **Village 2 District**

Purpose: The intent of the V-2 district is to provide a residential area with easy pedestrian access to the village. The area is meant to be restricted to residential uses and a limited number of non-residential uses that foster the village's character. The district discourages those uses or standards that are not in keeping with the architectural and historic quality of the village.

Suggested Uses: Residential (single-family, 2-family, multi-family), home occupations, institutional (for example: churches, schools, public uses, consistent with the character and scale of the village).

Requirements: Minimum of 1 acre with subsurface wastewater disposal; 20,000 square feet with public water and sewer.

- **Village Waterfront District**

Purpose: The VW district is intended to shape Wiscasset's waterfront gateway into a vibrant center characterized by water-oriented uses and a mixture of housing, office and retail uses. Development and design standards shall complement the existing characteristics of the village and create a pedestrian-friendly environment and an enhanced community image.

Suggested Uses: Residential, home occupations, small-scale commercial (for example: restaurants, marinas and boatyards, small retail shops).

Requirements: No minimum lot size or setback, but restrictions established that specify size and height limits for commercial, minimum

floor area ratios for residential, design standards to ensure and require compatibility with the scale and character of the village.

- **Historic Overlay District**

Purpose: The intent of the HO District is to provide a means for the Town to formally recognize and protect its historic, cultural and architectural resources. Recognition of historical landmarks helps preserve the heritage of the Town. The regulations of the HO District supplement the regulations of the underlying zoning district.

Suggested Uses: See underlying zoning district.

Requirements: See underlying zoning district.

The Historic Preservation Commission (recommended in this plan) should require that in the Historic Village Overlay District, any major alteration to exterior, new construction or demolition be subject to a “Certificate of Appropriateness” in accordance with the Historic Preservation Ordinance (which is also recommended by this plan).

B. The Northeastern Neighborhood

Vision/Goal. The vision for this area is to permit low-density residential development and encourage open space, while permitting limited areas of commercial development. This is a suitable area for open space development to combat sprawl (see explanation of open space subdivision or development on next page). Retain the rural character through large lot zoning. Develop recreational trails. Home occupations would continue to be permitted. Maintain forested roadside along Route 27 northwest of Dorr Road by requiring buffers for commercial development and subdivisions. Comments from the public visioning session included:

- Polly Clark Brook, Clark’s Point and Upper Sheepscot have been listed as important visual and natural assets.
- Middle School could be converted to elderly housing, current Deer

Ridge Housing could be expanded;

- The race track could be made more community-friendly; noise could be better managed. There is the possibility of creating a small commercial district around track.
- A residential neighborhood could be created within the immediate, walking distance north of the village.

The Future Plan (see Future Land Use Map).

- **Rural 1 (R1) District**

Purpose: The intent of the R1 District allows a variety of residential housing types at varying densities providing neighborhoods compatible with rural uses but limited in scale to maintain residential compatibility. It will also provide for certain non-residential uses but limited so as to maintain residential compatibility.

Suggested Uses: Residential (for example: single family, 2-family), home occupations, institutional (for example: churches, schools, public uses), commercial uses appropriate to the rural area (for example: lumberyards, commercial kennels, greenhouses, etc.), agriculture (for example: farms), roadside stands, and open space. Retail development of a scale and design appropriate to and consistent with the purpose of the district.

Requirements: Minimum of 1 acre. Large subdivisions to be in vicinity of Village 2 District; mandatory open space subdivisions with at least 50% land area preserved as open space in subdivisions of 5 or more lots; maintenance of existing visual buffers.

- **Rural 2 (R2) District**

Purpose: The intent of the R2 District is to permit the reasonable use of open space land, while at the same time preserving and protecting the open space and natural resource characteristics to ensure its continued

availability for the following: agriculture, forestry, scenic views, natural resource conservation while maintaining low-density residential uses; contain sprawl and the retain the land in its natural or near natural state.

Suggested Uses: Agriculture (for example: farms), roadside stands, managed forestry, open space, residential (single family), home occupations.

Requirements: Minimum of 2-3 acres, smaller lots permitted in open space subdivisions where at least 50% of land area is preserved as open space, with overall density not to exceed 2-3 acres per dwelling unit; maintenance of existing visual buffers.

An open space subdivision or development, also known as a conservation development or cluster development, is a technique that concentrates dwellings in a compact area in one portion of the site in exchange for providing open space and natural areas elsewhere on the site. The minimum lot sizes, setbacks and frontage distances for the residential zone are relaxed in order to create open space at the site. The municipal ordinance typically permits the same amount of development that is already permitted. The key difference is that this technique requires new construction to be located on only a portion – typically half – of the parcel. The remaining open space is permanently protected under a conservation easement held by a local conservation commission, land trust, or the municipality itself.

- **Residential District**

Purpose: The Residential District is intended to provide areas for the future residential growth of the community, including the development of residential neighborhoods with proximity to the village.

Suggested Uses: Residential, open space

Requirements: Minimum of 1 acre; 20,000 square feet with public water and sewer.

- **Rural Commercial/Industrial District**

Purpose: The intent of the RCI District is to permit residential uses and a broad range of rural commercial uses that would not be consistent with the character and scale of the village, but would be appropriate if concentrated in limited rural areas. This district would be focused in the vicinity of the race track.

Suggested Uses: Residential (for example: single-family, 2-family, mobile home), home occupations, rural commercial (for example: automotive repair and sales, outdoor commercial recreation, lumber yards, commercial kennels, restaurants and food take-out, convenience stores) and light industrial (for example: automobile junkyard, light manufacturing, and warehousing restricted by square footage). Retail development of a scale and design appropriate to and consistent with the purpose of the district.

Requirements: Minimum of 1 acre.

C. The Northwestern Neighborhood

Vision/Goal

- Develop this area sparsely and aesthetically with consideration for protecting water resources, wildlife, forest, farmland, and rural landscapes.
- Preserve large tracts of working forest and farm for wildlife corridors.
- Allow limited commercial development other than farming and home occupations.
- Limit access to Gardiner Pond.
- Protect Nequasset Lake watershed.

- The look and function of Route 27 shall be governed by the districts of which it is part. Special consideration shall be made to keep the appearance of a forested roadway along the stretch from the Dorr Road to Dresden by requiring vegetative buffers for commercial development and subdivisions.

The Future Plan (see Future Land Use Map).

The Northwest includes the following districts, all of which have been described under “The Northeast” on the previous page:

- **Rural 1 District**
- **Rural 2 District**
- **Residential District**

D. Southern Neighborhood

Vision/Goal. Because of its built and geographic diversity, there are a number of opportunities for this area:

- The airport and the Maine Yankee sites offer superb opportunities for development. Opportunities for inter-modal transportation linking rail, air and highway should be maximized.
- Well-designed, buffered light industrial areas east of Route 1 should offer easy access to airport and rail. A train station should be developed for business and commuters complementing the train platform in the village. Expand the airport as appropriate.
- Trails, green space and mini-parks should be interspersed among the commercial and industrial uses. Commercial buildings should be of a scale and design appropriate to the area.
- A trail from Chewonki Neck to Birch Point should be developed. Growth adjacent to trail should be limited and compact in design and layout.
- The Birch Point peninsula is suitable for high-end residential and marine-related development.

- This area may be suitable for small neighborhood development with parks set aside as green space.
- The area west of Route 1 should continue the present pattern of residential development.
- Commercial development where it is adjacent to residential use must be well buffered. Natural buffers should be used as often as possible.
- Certain areas should be protected from encroaching development including Chewonki Neck, Young's Point, Eaton Farm, Cushman's Mountain (Foote's Mountain) and the shore of Cushman Cove.

This area should be developed as follows:

- Improved road access to Route 1;
- Construction of a new rail station on the existing rail line;
- Modest expansion of the Wiscasset airport;
- Dedicated land conservation and environmental protection, especially along the shoreline;
- A system of hiking trails;
- Concentrated medium density development to counter Route 1 sprawl.

The Future Plan (see Future Land Use Map).

The Southern Neighborhood includes the following districts previously described under "The Northeastern Neighborhood":

- **Rural 2 District**
- **Residential District**

The Southern Neighborhood also includes the following zoning districts:

- **Airport District**

Purpose: The intent of the A District is to provide for land uses that are compatible with aircraft noise, approach zones and airport operations.

Suggested Uses: Airport and aircraft-related industries, single-family residential, home occupations, rural commercial (for example: automotive repair and sales, outdoor commercial recreation), other commercial (for example: hotel/motel, lumber yard, office, restaurants, retail and service shops), light industrial (manufacturing, warehousing). The town's largest scale retail development is appropriate for this district.

Requirements: Minimum of 5-acre lots for residential to discourage high-density residential development; minimum of 1 acre for all other uses.

- **Commercial/Industrial District**

Purpose: The intent of the CI District is to permit a full range of commercial and industrial or appropriate institutional uses. Design and density standards are intended to permit and encourage a variety of high-quality commercial and industrial uses while ensuring adverse impacts to the surrounding developed and natural areas are avoided.

Suggested Uses: Commercial, industrial or institutional use. The town's largest scale retail development is appropriate for this district.

Requirements: Minimum of 1-acre lots, 20,000 square feet with public water and sewer.

- **Planned Development District**

Purpose: The intent of the PD District is to provide a cohesive unit of mixed-use development such that buildings, roadways, walkways, common areas, etc. are arranged and constructed in strict accordance with the Planned Development standards. Because of the concentration of substantial commercial activity and residential development, increased levels of traffic, consideration of access and safety control, large areas of parking, and the flow of pedestrian traffic, most uses must

be reviewed by the Planning Board. The Planning Board will ensure adequate design, access, and traffic control standards in order to ensure that this area will blend with internal and adjacent land uses and serve as an asset to the region.

Suggested Uses: All uses if part of a well-planned development.

Requirements: Minimum of 1 acre; may be reduced to 20,000 square feet with public water and sewer if part of a well-planned business development.

- **Shoreland Business II/Marine Overlay District**

Purpose: The purpose of the Shoreland Business II and Marine Overlay Districts is to provide and encourage a mixture of uses including residential, marine, commercial, related ancillary business, and low-impact industrial. The Districts are designed to provide and maintain safe and healthy living conditions; prevent degradation of the natural environment; protect and promote marine industries; conserve shoreland vegetation and harmonize commercial, marine business, low-impact industrial, and residential uses with the surrounding built and natural environment. The Districts are also intended to allow uses that provide housing and services for their residents and opportunities for economic growth. In addition, the Districts are designed to co-exist with the existing Electrical Utility Substation and Facilities located adjacent to and within the Districts.

Suggested Uses: Commercial, marine, residential, institutional, public, low-impact industrial.

Requirements: The dimensional requirements shall remain as written within the Shoreland Business II and Marine Overlay Districts Ordinance.

E. Route 1 Corridor

Vision/Goal. The vision includes:

- **Improved Look and Function of Route 1.** The completed bypass should have full control of access thereby disallowing commercial or residential curb cuts. With consciousness of the “Gateway” aspect of Route 1, we should ensure that some currently undeveloped lots on Route 1 are protected by buffering and setback requirements to protect against the strip mall look. Encourage the Transportation Committee to create a plan to manage access for new developments on Route 1. Encourage the establishment of local businesses rather than chains or formula businesses. The area between the Municipal Building and the northern ends of Old Bath Road and Flood Avenue should remain as a residential buffer. The gasoline station should become a non-conforming use.
- **Bypass below Grade.** The bypass should go through below grade, as should any interchanges. There should be no residential, business or commercial enterprises located at the interchanges.
- **Parkway Feel to Bypass.** The bypass should have a parkway feel and it should be beautifully landscaped, with plantings and a 200’ buffer on both sides measured from the middle of the road.
- **Limiting Future Size.** The vision includes limiting building size. Require landscaped buffer between businesses and Route 1. The Planning Board should be sensitive to impact on downtown development. Improved enforcement of sign and lighting ordinance should be mandated and enforced. Clustering of businesses with a common entrance or a parallel frontage road is a mandatory building requirement.

Future Plan (see Future Land Use Map).

	<ul style="list-style-type: none"> • Route 1 Corridor District <p>Purpose: The intent of the Route 1C District is to manage growth within 500 feet of the highway. A wide range of uses will be permitted while still maintaining the traffic-carrying capacity and safety of the arterial, provide for a variety of commercial, office, business, service, and mixed-use activities to serve consumer needs of Wiscasset and surrounding areas. Establish development standards that ensure high-quality site and building design.</p> <p>Suggested Uses: Residential (for example: single family, 2-family, mobile home park), home occupation, institutional (for example: churches, schools, clinics, nursing homes), commercial (for example: automotive repair and sales, campgrounds, kennels, outdoor recreation, health and fitness centers, restaurants, malls, service establishments, and retail development of a scale and design appropriate to and consistent with the purpose of the district.</p> <p>Requirements: Minimum of 1 acre or 20,000 square feet with water and sewer; rigorous enforcement of design standards such as buffering and landscaping, driveway placement.</p>
<p>2.Land Use Management Tools. Include flexible land use management techniques in Town ordinance.</p>	<p>A. Ordinance Amendments. Amend Town ordinances to include land use management techniques such as contract or conditional zoning, form based zoning, transfer of development rights, impact fees, and open space subdivision/development provisions.</p> <p>TP/ORC/PB/Town Meeting/High</p>

APPENDICES

APPENDIX A

WWW: What do you Want Where in Wiscasset?
sponsored by the 2004 Comprehensive Plan Committee
March 6, 2004, Wiscasset High School, Wiscasset, Maine

“Favorite Places” in Wiscasset chosen by participants

Table 1

List of favorite places

Natural:

Chewonki Neck

The Eaton Farm

Wiscasset airport

Montsweag Brook around the dam

The grove of trees sitting on the northwest corner of the intersection of Route 1
and the Old Bath Road

The Mason Station site [not sure if this was because of the site or the building]

White’s Island

The pond and stream on Lee Street

The Morris Farm

Walking trails starting at the Morris Farm

Willow Lane

Walking trails on conserved land abutting Willow Lane

Views at intersection of Lowelltown Road and Willow Lane

Built:

The Customs House

The Wiscasset Public Library

The Musical Wonder House

The Maine Art Gallery

The Congregational Church

The Town Waterfront

The Community Center

The old dam on Polly Creek

The race track

The Mason Station site [not sure if this was because of the site or the building]

Places where people placed a blue dot indicating one of their top three favorite places in town

Chewonki Neck
Land west of the Old Bath Road, on the Gorham Road
Mason Station
White's Island
Town Waterfront
Customs House
Library
Pond and stream on Lee Street
Congregational Church
The whole central historic Village
The Morris Farm
Willow Lane
The Community Center
The intersection of Lowelltown Road and Willow Lane

Places that received two or more blue dots

Chewonki Neck
Land west of the Old Bath Road, on the Gorham Road
White's Island
The town waterfront
The whole central historic Village
The Morris Farm
Willow Lane

The places that received the most dots

Chewonki Neck
The historic village
The Morris Farm
Willow Lane

Table 2

List of favorite places

Natural:
White's Island
Old Stone Farm

Wiscasset Harbor
Sheepscot River
The Reversing Falls on the north end of the river
Gardiner Pond
Foote/Rafter spring and forest, including an oak grove
View from Langdon Mountain
Berry Island and its environs
Tucker Hill – the view from and the sledding on
View of the village from Davis Island
Ward Brook and the woods around it
Willow Lane – the Sortwell Forest
The dam/pond area of Montsweag Brook
The view from Huntoon Hill
Holbrook Ice Pond
View of Wiscasset from Clark’s Point
The whole village of Wiscasset
The Morris Farm
The Dickinson Road
The ski and snowmobile trail system

Built:

All of the Historic District buildings
Town Common
Sunken Garden
Lincoln County Courthouse
Federal Street
High Street
Nonesuch Antiques house
The Village center, both for its historic architecture and its views
Powder House
Red’s Eats
Wiscasset Yacht Club
The town waterfront and docks
The “learning complex”: Primary School, Morris Farm, Community Center, and
High School
The Community Center
Deer Ridge and Sheepscot Bay apartments
The churches in the village
Castle Tucker
The Old Jail
The Nickels-Sortwell House
The Wiscasset Public Library
The Maine Art Gallery (Wiscasset Academy)

The view from and location of the Middle School
The Morris Farm
The airport
The dam on Montsweag Brook
Chewonki Neck

Places where people placed a blue dot indicating one of their top three favorite places in town

Natural:

White's Island
View of the Village from Davis Island
Ward Brook and the woods around it
Holbrook Ice Pond
The Morris Farm

Built:

Town Common
Powder House
The "learning complex": Primary School, Morris Farm, Community Center, and High School
Federal Street
High Street
The Village center (historic architecture and views)
The waterfront and docks
Castle Tucker

Places that received two or more blue dots

The Village Center (historic architecture and views)
The Morris Farm
Federal Street
The waterfront and docks

The places that received the most dots

The Village center (historic architecture and views)
The Morris Farm
Federal Street
The waterfront and docks

Table 3

List of favorite places

Natural:

Chewonki Neck
Chewonki Campground
Sheepscot River and shoreline for natural and scenic qualities
Cushman Mountain
Birch Point
The Eaton Farm
Nequasset Watershed
Ward Brook
Montsweeag Brook
White's Island
The village waterfront
The Sortwell Forest
The line of maple trees on Herb Kraft's property
The Morris Farm
Polly Clark Brook
Dickenson Road area
White's Lane – farmland and view
Old Sheepscot Road are
Gardiner Pond
Woods around the water tower west of Churchill Street
Middle School – views from

Built:

Chewonki Campground
The entire historic Village
Historic homes, showing the origin of the community
The Powder House
The Old Jail
The Customs House
High Street
Hodge Street
Castle Tucker
The Wiscasset Public Library
The town skyline
The Wiscasset Yacht Club
The Sunken Garden
All the churches in the Village

Mason Station

Places where people placed a blue dot indicating one of their top three favorite places in town

Montsweag Brook
Nequasset Watershed
Sheepscot River and shoreline for natural and scenic qualities
Middle School
Birch Point and Cushman Mountain adjacent to the river
White's Island
The Town Waterfront
The historic Village
Sortwell Forest
Dickinson Road
Gardiner Pond

Places that received two or more blue dots

The Sheepscot River and shoreline, for environmental and scenic qualities
White's Island
Dickinson Road area
Town waterfront
The entire historic village

Places that received the most dots

The Sheepscot River and shoreline, for environmental and scenic qualities
White's Island
Dickinson Road area
Town waterfront
The entire historic village

Table 4

List of favorite places

Natural:
Chewonki Neck

Eaton Farm
Forest, field, and wildlife in Old Ferry Road Area
The stretch of the Sheepscot River from Cushman Cove to Montsweag Bay
Cushman Cove
A big rock west of Route 1 and north of Route 144 [could this possibly be the big
Rock by the pond near Mason Station?]
Morris Farm
Sortwell Forest and surrounding forestland
Farmland on the Alna Road
Undeveloped land in Lowelltown Road and Foye Road area
The Sheepscot River
The view from the old town dump (Huntoon Hill)
The view from Castle Tucker
The land, views, and shoreline between Federal Street and the Sheepscot River,
particularly around the Wiscasset Middle School and the Old Jail

Built:
The race track
The Davey Bridge and the view of the town from it
High Street
The Historic District
The Old Jail
Federal Street, especially the Old Jail

Places where people placed a blue dot indicating one of their top three favorite places in town

Eaton Farm
Chewonki Neck
The view from Castle Tucker
The Historic District
The Old Jail
The forest, field, and wildlife in the Old Ferry Road vicinity
The Sheepscot River
The Davey Bridge and views of town from it
Farmland in the Alna Road/West Alna Road area
The race track
The Morris Farm

Places that received two or more blue dots

The Historic District
Chewonki Neck
The Forest, field, and wildlife in the Old Ferry Road area

The Davey Bridge and the view of town from it
Farmland in the Alna Road/West Alna Road area
The Morris Farm

The places that received the most dots

The Historic District
Chewonki Neck
The forest, field, and wildlife in the Old Ferry Road area
The Davey Bridge and the view of town from it

Table 5

List of favorite places

Natural:

Chewonki Neck
Chewonki Campground
Eaton Farm area
White's Island
The town waterfront
The "Greenbelt" west of town including Morris Farm, Sortwell Forest, Willow Lane, Dickinson Road, the intersection of Dickinson and Willow Lane, Old Stone Farm, Buckwheat Blossom Farm, and other conservation land
The Upper Sheepcot River
Montsweag Brook
Ward Brook

Built:

The Airport
Chewonki Campground
Mason Station
"Tech" "Village" or "Tech Village"
Old Stone Farm
Main Street in the village
The Lincoln County Courthouse
The Sunken Garden
The Old Jail
The Powder House
The Town Common
The Customs House
The Maine Art Gallery (Wiscasset Academy)

Castle Tucker
High Street
Federal Street
Lee Street
The Atlantic Highway [typist not sure what is meant by this]

Places where people placed a blue dot indicating one of their top three favorite places in town

The airport
Chewonki Neck
Chewonki Campground
The Waterfront
The historic village
The Greenbelt
The upper Sheepscot
Montsweag Brook as it crosses Willow Lane

Places that received two or more blue dots

The airport
The waterfront
The historic village
The “greenbelt”
The Upper Sheepscot

The places that received the most dots

The historic village
The waterfront
The “greenbelt”

Table 6

List of favorite places

Natural:
Old growth forest east of Route 27 and north of Fowle Hill Road
White’s Island
Grover’s Field
Holbrook Pond
Foye Farm

The Morris Farm
Montsweag Brook
The riverfront
The granite dome in the far northeast, wetlands area of the town
The logging road in the same area as above, running from Wiscasset to Alna
Old Sheepscot Road area
Sortwell Farm on Churchill Street
White's Mountain
Sortwell Forest
The Sheepscot River
View from the Wiscasset Middle School
View from High Street
View from Main Street of the river
View from Clark's Point
Polly Clark Brook
Sheldon Farm
Gardiner Pond (Downeast Family Campground)

Built:

The bridge to White's Island
The entire village
Downtown mix of history and commerce
Main Street
Castle Tucker
Sunken Garden
Customs House
Nickels-Sortwell House
Town Clock
Wiscasset Public Library
Lincoln County Courthouse
Ledges Inn
The Ancient Cemetery
The Red Brick School (a.k.a. the Maine Art Gallery and Wiscasset Academy)
Foye Cemetery on Dickenson Road

Places where people placed a blue dot indicating one of their top three favorite places in town

White's Island and the bridge to it
The town clock
White's Mountain (a.k.a. Foote's Mountain and Cushman Mountain)
Grover's Field
The Sheepscot River

The Lincoln County Courthouse
 The Sheepscot River
 Grover's Field
 Mason Station
 White's Island
 Downtown village
 View from the Middle School
 The Morris Farm
 Foye Cemetery on Dickinson Road
 Foye Farm on Foye Road
 Clark's Point
 Entire riverfront from Westport Bridge to the Iron Bridge (the railroad bridge)
 Old Sheepscot Road
 Gardiner Pond (Downeast Family Campground)
 Old growth pine forest east of Route 27 and north of Fowle Hill Road

Places that received two or more blue dots

Grover's Field
 The Sheepscot River
 The entire historic village

The places that received the most dots

Grover's Field
 The Sheepscot River
 The entire historic village

Table 7

List of favorite places

Natural:
 Pond on Lee Street
 White's Island (a.k.a. Phinney Island, Holbrook's Island)
 Eaton Farm area
 Area of the Montsweag Brook dam
 Montsweag Brook
 Grover's Field

Path from the Birch Point Road to the river
Cushman's Point
The Sortwell Forest
The Morris Farm
Polly Clark Brook
Wetlands area at the head of Ward Brook
Wetlands area at the head of Montsweag Brook
Gardiner Pond
Bog Road area
Hale's Pond
The area around Clark's Brook Road [Polly Clark Brook and Clark's Point Road?]

Built:

The Old Ferry Landing
Mason Station
Huber's Market
The historic village
The Customs House
Red's Eats
Scout Hall
Lincoln County Courthouse
Congregational Church
The Powder House
The Old Jail
Federal Street
The Community Playground

Places where people placed a blue dot indicating one of their top three favorite places in town

Montsweag Dam area
Eaton Farm
Pond on Lee Street
Village Waterfront
Customs House
Cushman's Cove Area
Historic Village, especially the Lincoln County Courthouse, Scout Hall, the
Congregational Church, Red's Eats,
The Sortwell Forest
The Morris Farm
Wetlands at head of Ward Brook
Wetlands at head of Montsweag Brook

Huber's Market

Places that received two or more blue dots

The historic village

The Sortwell Forest

Eaton Farm area

Wetlands at head of Montsweag Brook

The three places that received the most dots

The historic village (10)

The Sortwell Forest; Eaton Farm area; wetlands at head of Montsweag
Brook (tie)

Table 8

List of favorite places

Natural:

The pond near Mason Station

Berry Island

Eaton Farm

The Old Ferry Landing

Clark's Point

Downtown Waterfront

Polly Clark Brook and Bridge

White's Island

The Morris Farm

Foxbird Island

Cushman Cove

Cushman Preserve

Chewonki Neck

Chewonki Brook

Montsweag Brook

Polly Clark Brook

Ward Brook

The whole Wiscasset Harbor

Gardiner Pond
Sortwell Forest
Conservation lands to north and west of Sortwell Forest
Entire viewshed of Wiscasset from the river
The working waterfront
The clam and worm flats
Dickinson Road
The Upper Sheepscot River

Built:
Water Street
Federal Street
Lee Street
High Street
Main Street
The whole historic village and its historic architecture
The Wiscasset Public Library
Old Jail
Nickels-Sortwell House
Castle Tucker
Polly Clark Brook Bridge
Ancient Cemetery
Custom's House
Wiscasset Community Center
Community Playground
The public schools
Local restaurants
Views of the river from the village

Places where people placed a blue dot indicating one of their top three favorite places in town

Chewonki Neck
Eaton Farm
Foxbird Island
Old Ferry Landing
Cushman Cove and Cushman Mountain preserve
White's Island
The Waterfront
Castle Tucker
The entire viewshed of the village from the river/harbor
Sortwell Forest
The Morris Farm

Federal Street
Montsweag Brook
Clark's Point
Whole conservation area including Sortwell Forest, Willow Land, Dickinson Road, Old Stone Farm, and Morris Farm
Whole historic village

Places that received two or more blue dots

Whole historic village
Chewonki Neck
Eaton Farm area
The waterfront and the harbor
Whole conservation area including Sortwell Forest, Willow Lane, Dickinson Road, Old Stone Farm, other conservation lands, and Morris Farm

The three places that received the most dots

The whole historic village (6)
Conservation area including Sortwell Forest, Willow Lane, Dickinson Road, Old Stone Farm, other conservation lands, and Morris Farm (6)
The waterfront, including the entire river/village viewshed and the working waterfront (3)
Chewonki Neck/Eaton Farm (3)

**Areas of greatest consensus indicating value
as Favorite Places**

According to Esther Lacognata's map; recorded as facilitators read

Gardiner Pond
Montsweag Brook
"Greenbelt" west of village including Sortwell Forest, Willow Lane/Dickinson Road area, the Morris Farm, and other open land in that area
The Upper Sheepscot River
The Sheepscot River, the waterfront, the harbor, and the river viewshed
Chewonki Neck
Eaton Farm

Grover's Field

View of the village from Davey Bridge and Davis Island

White's Island

Federal Street, Main Street, High Street, Hodge Street

Old Ferry Road area (unclear what part)

APPENDIX B

WWWW: “Favorite Places”

March 6, 2004

“Favorite Places” that received the greatest number of blue dots (meaning that they emerged as the one of the three sites most valued by participants) from all tables combined. These are taken from the lists of the three sites from each table that received the most number of dots. Each “1” below indicates that a table of participants chose this as one of the top three most important sites.

Chewonki Neck	111
The historic buildings in the Village	11111111
The town waterfront area	1111
The Sheepscot River and shoreline for natural and scenic qualities	111
Federal Street	1
White’s Island	1
The Davey Bridge and the view of the town from it	1
The forest, field, and wildlife in the Old Ferry Road area	1
The “greenbelt” area (11) including the Morris Farm (11), Sortwell Forest (1), Old Stone Farm, Willow Lane (1), Dickinson Road (1), and other protected lands (1111) (total of eleven in this area)	
Grover’s Field	1
Eaton Farm area	11
Wetlands at the had of Montsweag Brook	1

Grand prize winners:

Built:

The historic buildings in the village

The town waterfront [this could also go below under “natural”]

Natural:

The “greenbelt” west of the village

The Sheepscot river and shoreline for natural and scenic qualities

The town waterfront

Chewonki Neck

The Eaton Farm

APPENDIX C

Analysis of the winners of the WWW “Favorite Places” session, chosen by participants in the town visioning session, March 6, 2004

In the “Favorite Places” exercise, about 79 participants first identified all their personal favorites on a small map that the Comprehensive Plan Committee provided to each person. Then, they marked on a much larger map (there was one at each table) with small blue stickers the three places, either natural or manmade, that they most value. Next, each table of citizens identified those favorite places that received the greatest number of blue dots; they sought the “top three” winners but sometimes a tie made it necessary to include more than three sites. As table facilitators reported the outcome of this process to the entire group of eight tables, planning consultant Esther Lacognata recorded this information as best she could (the talk was fast!) on an even larger map. Throughout the exercise, there was a great deal of conversation and discussion. People seem to be enjoying hearing from others as well as enjoying the opportunity to highlight their point of view.

A planning expert recently said that the key to revitalizing a community is convincing local people that there is something there worth saving in their neighborhood or town. Participants in the WWW “Favorite Places” exercise don’t need convincing; they quickly created long lists of the natural and manmade features that they value in Wiscasset and many said they could have made longer lists given more time.

Where are the places we love most? All over town. What are they? They range from large areas such as the entire viewshed of the village from the Sheepscot River (and the opposite) to particular personal favorites such as the grove of trees at the southern intersection of the Old Bath Road and U.S. Route 1; the road where someone learned to drive; the hunting grounds in the northwestern corner of the town; the town library; the town clock; White’s Island; Huber’s Market.

As conversations unfolded and participants shared their personal lists, others often commented, “Yes, I hadn’t thought of that; I love that place, too.” Now as they travel around the town, these people will recognize panoply of places that their fellow citizens enjoy and value.

The “grand-prize winners” in the “Favorite Places” exercise emerged clearly.

1. Every table affirmed the critical importance of **Wiscasset’s historic village center** by choosing it as one of their top three priorities. The historic buildings there won more attention than any other aspect of the town. Some

people had specific favorites (for example, the Lincoln County Courthouse, Castle Tucker, the Nickels-Sortwell House, the brick commercial buildings, the Customs House) while others named whole streets (Federal, High, and Main streets garnered the most attention) and many simply said “the entire historic district” or “the historic village as a whole.” This last approach seems the most useful, for each historic building is intrinsically connected to its context and it is the experience of the whole that makes Wiscasset’s Village so rewarding.

2. The second grand-prize winner was **the Sheepscot River, including not only the waterfront and harbor but also the entire river shoreline.** People highly value the Sheepscot both for its environmental and its scenic qualities. Seven of eight tables included river resources among their top choices. Four tables specifically mentioned the town waterfront and three chose the river and its shoreline. People often mentioned White’s Island in connection with the harbor or the river and it seems right to include it here. Again, consolidating all the river-related features that people valued seems to be the best way to reflect participants’ priorities.

3. The third grand-prize winner was **the rural area west of the village,** including some conservation lands and stretches of undeveloped roadway. Six out of eight tables included some feature of the “greenbelt” among their top three sites. Different tables focussed on different aspects of this area (one table chose Willow Lane; two chose the Morris Farm; one chose the Sortwell Forest; one chose the Dickinson Road area; one chose the “greenbelt”; one chose the “conservation lands” west of the village including these features and more). Because all these places abut, it seems most useful to consider them as a whole – as the “greenbelt” several people called it. It should be noted that next to or in close proximity to this greenbelt are the Wiscasset Primary School; the Wiscasset High School; the Wiscasset Community Center; the school district office; and another parcel of undeveloped town-owned land; and that the Community Playground is directly across Route 27 from the school district office.

4. Finally, participants said they greatly value **Chewonki Neck and the Eaton Farm,** undeveloped river peninsulas in the southern end of town. Three out of the eight tables chose Chewonki as one of their top three sites and two tables chose the Eaton Farm. Because of their proximity and because the Eaton Farm has recently become or will soon be part of the Chewonki Foundation, it again seems reasonable to regard these peninsulas as one general conservation area.

These were the “favorite places” in Wiscasset that received the most consensual praise. But this is not to say that the other sites people mentioned, even sites in which just one individual showed a particular interest, are unimportant. Indeed, one person with passion can awaken us to a place or feature that contributes something significant to Wiscasset’s unique identity. We must all watch and listen for such places; they are often lost as towns grow and much that is

distinctive about a town can disappear with them. Reading the full lists from each table at the event is interesting and inspiring.

As Wiscasset continues to change and develop, we must hold our “favorite places” in the forefront of our minds so that we may grow without sacrificing the key features that make Wiscasset beautiful, livable, interesting, and unique. We could encourage, attract, and welcome growth with confidence if we knew that the town’s “favorite places” are safe. It is not surprising that these very same features are often cited as the ones that have attracted new residents and businesses. Clearly they deserve appreciation and protection.

APPENDIX D

Description of a conservation commission

From *Grassroots Conservation: A Manual for Maine Conservation Commissions*, referenced below.

“What is a conservation commission?”

“There are as many answers to this question as there are towns, cities, and plantations in Maine. Basically, a conservation commission is a municipal advisory board that is created by a town, city, or plantation through its legislative body (i.e., town meeting or municipal council). The commission has a few duties that are required by state law.

“But most of what commissions do in the real world is to undertake voluntarily a variety of environmental, recreational, and land use activities. Commissions build trails, monitor development, protect the special wild places, and generally work to keep Maine communities attractive places to live, work, and raise our families. Commissions watchdog and maintain the natural resources of a community, working with town officials, planning boards, and private organizations.

“The conservation commission has been called ‘the environmental conscience of the community.’ In many municipalities this may be the role that provides commission members with their greatest sense of accomplishment.

“Conservation commissions exist ‘to identify problems, to lay the issues before the people, to organize public support and then to take the initiative to solve the problem,’ as Steward Udall, the former Secretary of the Department of the Interior, once wrote.”

Establishing a conservation committee in Wiscasset would involve the proposal of such a committee, the drafting of an ordinance to create it, and a vote by the townspeople to accept it. Municipal officers would appoint members who represent a variety of backgrounds and skills but share a strong commitment to conservation and an interest in local conservation issues. Meetings would be public and take place at set times in public places. For complete information, see *Grassroots Conservation: A Manual for Maine Conservation Commissions* published in 2001 by the Maine Association of Conservation Commissions. This is available in the town planner’s office.

APPENDIX E

WISCASSET COMPREHENSIVE PLAN SURVEY RESULTS SUMMER 2004

1. 85% live in Wiscasset because of the small town atmosphere.
2. 82% encourage diverse business with design and landscape standards.
3. 58% favor concentrating development in areas that currently or could offer public water/sewer.
4. 86% favor encouraging new small retail and restaurant businesses on Route 1 and Route 27.
5. 80% favor balancing property rights with the need to protect natural resources.
6. 61% favor allowing development at a greater density in consideration of exchange with preservation of most of the remaining land.
7. 82% favor protecting natural resources.
8. Small majority say we have enough public access to the Sheepscot River.
9. 69% favor development conforming to landscaping and architectural standards throughout Town.
10. Small majority favor more land devoted to office parks (other choices: retail, industrial, manufacturing, and no, we have enough commercial land now).
11. 59% favor Town to provide incentives (e.g., TIF's, water and sewer extensions) if business create substantive tax revenue.
12. Even opinion (36 yes, 36 no, 38 don't know) that the Town provides needs for low and moderate-income housing.
13. Small majority think neighbor should be able to provide congregate care and group homes for the elderly. Small majority do not think neighbor should be able to build an apartment complex. Other choices: mom & pop store, mobile home, duplex housing.
14. Small majority favor a residential neighborhood with home professional offices, and a convenience store, extended street grid, approximately ¼ acre lots with 20-30 setbacks with sidewalks and tree planting in the Northeastern area of Wiscasset.
- 15A. 56% favor new commercial/retail development to be located on both sides of Route 1 from Woolwich to Bath Road.
- 15B. 72% favor new business to be located on frontage roads parallel to Route 1.
- 15C. Small majority believe the Town should support the building of frontage roads.

16. Small majority favor prohibiting new Big Box development.
17. 90% favor promoting industrial growth, light manufacturing, research, electronic, and large call centers at Maine Yankee and near the airport. Other choices: northwest, southwest, waterfront, nowhere.
18. 85% support preserving the historic village streetscape, homes in the National Register of Historic Places, the view of the village from the bridge, view of the Sheepscot River, the working forests, farms, open land west of the village, and the waterfront.
- 19A. 63% favor guiding new development to avoid disturbing wildlife corridors.
- 19B. 77% favor protecting neighbor's well water quality by ordinance.
- 19C. 52% feels the Town needs to do more to protect worm and shellfish beds.
- 19D. Small majority feels the Town should do more to protect wetlands larger than 10 acres.
- 19E. 76% favor guiding new construction to preserve special scenic views.
- 19F. 54% favor protecting prime agriculture soils.
- 19G. Small majority believe the federal, state and local laws do enough to protect our environment.
- 20A. 72% agree historic village is an economic asset.
- 20B. 52% agree being on the National Register of Historic Places assures preservation.
- 20C. 81% believe if a historic building burns down in the village a new structure built there should be built in a style compatible with other houses on the street.
- 20D. 80% agree that historic building alterations should preserve or enhance the historical and architectural character of the building.
- 20E. 60% agree that demolition of a historic building may be permitted only if the local historic commission finds the building is not contributing or is incompatible with the Historic District.
21. 53% feels the Town should study improving safety, function, appearance of Route 1 and should encourage more attractive, well planned development along Route 1.
- 22A. 61% would support a Historic Preservation Ordinance that would require permit approval to alter exterior structure (not color) of home in the village.
- 22B. 71% favor a 20 ft. landscape/buffer requirement on Route 1 and Route 27.
- 22C. 51% support reducing the size of new commercial signs.
- 22D. 62% support regulations to reduce glare of lights on commercial lots.
23. Rate overall satisfaction with each of the following public services (by vote numbers).

	Dissatisfied	No Opinion	Satisfied	Spend no \$ to improve	Spend additional \$ to improve
Education	17	22	49	48	28
Adult Ed	6	31	52	52	9
EMS		18	69	36	15
Fire Dept.	3	15	79	36	15
Police	16	11	57	47	20
Social Services	1	53	37	37	9
Road Maint.	9	16	59	42	16
Street Lighting	11	16	55	39	11
Sidewalks	6	14	62	40	9
Road Signs	6	18	67	47	6
Library	5	14	80	39	19
Rec. Programs	5	21	67	47	12
Comm. Cntr.	8	17	68	44	11
Outdoor Rec., fields	3	30	58	43	14
Outdoor Rec., trails	10	35	47	35	19
Snow Removal	7	11	78	39	11
Boat Access	4	25	51	38	17
Public Swr/Wtr	8	29	49	36	16

24. 83% favor costs of additional services to be funded by user fees.

25. 61% would be interested in using walking trails if landowners were to allow such use.

26. Even opinion (35 yes, 35 no, 35 maybe) for personally maintaining trails if landowners were to allow their use.

27A. Majority of open or wooded landowners does not allow public access.

27B. Majority of open or wooded landowners does not allow hunting on land.

27C. Small majority of open and wooded landowners would allow pedestrian access to lands if the Recreation Department were responsible for trail liability and maintenance.

27D. Majority of open and wooded land owners would not allow motorized vehicles access on their land.

28. 52% (majority) of those surveyed have lived in Wiscasset for more than 20 years.

29. 57% (majority) of those surveyed are between the ages of 45 and 64.

30. Small majority of those surveyed are employed full-time (runner-up: retired). A small majority work in Wiscasset (runner-up: Topsham).

31. 89% of those surveyed own their own home.

32. Small majority of landowners own one to two acres.

33. Location of Town residence from those surveyed (by number of votes): Northeast- 17; Northwest- 32; Southwest- 12; Southeast- 16; Village- 30.

APPENDIX F

Capital Investment Plan

Fiscal Years 2008-2012

INTRODUCTION

The Town of Wiscasset's first Capital Investment Plan (CIP) should be viewed as the beginning of a process of long-range infrastructure planning. Adequate annual investment in the Town's infrastructure is critical to the long-term protection and viability of public assets and the overall health and stability of the community. As such, this CIP will require annual review, updating and integration into the budget process to protect Wiscasset's quality of life, provide stability in the mill rate and minimize the pressure on Wiscasset taxpayers by using sound planning and preventive maintenance, repair and replacement practices.

Wiscasset enjoys an overall system of public infrastructure and services rarely found in a town our size. Since 1997, the Town has maneuvered through an incredible transition of losing more than 90% of its tax base in the wake of Maine Yankee's closure. This single taxpayer once provided tax dollars that funded a significant portion of building and maintaining the Town's existing infrastructure. However, nearly all of the cost of operations and maintenance of our infrastructure has since shifted to the remaining taxpayers.

The Town's Dedicated Capital Reserve funds totaling approximately \$13,000,000 place the Town in a financial position far stronger than any Town our size in the State of Maine. However, the annual capital appreciation of these invested funds is simply not enough to sustain the Town's existing infrastructure indefinitely. Providing adequate infrastructure funding without significantly increasing the local tax burden over the next decade requires careful planning, exercising prudent restraint in annual spending and the expansion of the local tax base through economic development. Adhering to all three principles on an annual basis will prevent the total depletion of the Dedicated Capital Reserve funds and/or failure of critical systems that can be avoided through strategically planned investment.

Wiscasset has significant hard assets in excess of an estimated \$33,000,000 in aggregate replacement value including categories such as buildings, land, vehicles, roads, major and minor machinery and equipment, wastewater system, waterfront and other significant infrastructure. Of particular concern are the growing "deferred maintenance" costs due to a lack of adequate annual investment in the maintenance, repair and replacement of infrastructure.

While there are many worthy infrastructure funding needs facing the Town today, it is impractical to expect that we can meet all of them in the next couple years without permanently

jeopardizing the Dedicated Capital Reserve funds and/or causing unreasonable demands on Wiscasset taxpayers. As such, we must sort through community needs and desires, prioritize spending initiatives and balance our financial resources to address infrastructure needs in a manner that is affordable to the Town and on a deliberate timeframe. Of course, there will always be unforeseen expenses as new challenges are presented to the community. However a solid plan will allow for the re-prioritization of certain projects to address needs as they arise.

The Town is currently exploring alternative funding mechanisms to the customary practice of using annual property tax appropriations to fully fund major purchases and projects. While many funding alternatives are not customary to Wiscasset because of the presence for nearly three decades of a very large taxpayer, funding mechanisms such as securing major grants, lease-purchase agreements, issuance of general obligation bonds, revenue bonds, Tax Increment Financing (TIF) and other municipal financing tools are very traditional ways to fund municipal infrastructure needs. These are options the Town must explore in order to provide mill rate stability and protection of existing capital.

Wiscasset is presently in a very good position, financially and otherwise, to protect the community's infrastructure, financial resources and ultimately Wiscasset's quality of life over the long haul. These goals are entirely achievable if the Town continues to strengthen its annual investment strategies such that it evolves each year to reflect changes in our growing community. The Town has very low annual debt service, significant Dedicated Capital Reserve funds, excellent infrastructure and a bright economic development future. All the elements for success are present in our community should we collectively take advantage of them to maximize the Town's present day opportunities to secure our future.

The CIP is only one single component of the overall planning efforts required to ensure Wiscasset's long term success. It is a critical piece that must become a significant routine planning component for the Town in all future budget processes.

While Wiscasset faces many challenges unique to our economic transition, the future of the Town is very bright and we have significant tools at our disposal to assist us as we enter this new era of long-term financial and infrastructure investment planning. Success will be achieved through the collective efforts of many citizens to keep consistent financial planning in the forefront of the annual budget process and it is recommended that the Town establish a standing CIP Committee to include budget committee members, selectmen and Town employees to provide consistency and strengthen the process.

Capital Project Criteria

This document uses the term Capital Project as an inclusive term to refer to several categories of capital expenditures. A Capital Project includes purchases of land, purchase or significant repair of major and minor equipment or the construction or repair of buildings, roads or other infrastructure.

Generally speaking, to meet the criteria for a capital project, the project must meet the following criteria:

- Cost must be \$5,000 or greater
- Useful life expectancy should be five (5) years or more of service

Project expenditures not meeting the criteria listed above will be incorporated into cost center (department) budgets unless there exists a unique reason to do otherwise.

It should be noted here that \$5,000 is a low threshold when compared to many other municipal CIP thresholds. However, this is the first CIP for Wiscasset and municipal leaders and townspeople will need to become comfortable with the process of separating Capital Projects from the operational budget with dedicated funding sources. The threshold can always be raised in a later year should Town leaders decide the amount is too low.

General Overview

The following is a summary of municipal department operations, each department's functions and a brief description of some challenges facing each department. Much of this information can be found in a similar form within the Wiscasset Comprehensive Plan.

Wiscasset Fire Department

The Wiscasset Fire Department provides fire protection services to Wiscasset and to surrounding communities on a "mutual aid" basis. The quasi-volunteer department has a 40-member roster that includes a mix of dedicated veteran and younger members. The Fire Station is located within the Municipal Building at 51 Bath Road in Wiscasset. The Town also maintains a fire training site adjacent to the Transfer Station equipped to provide controlled burn and incident training sessions.

The department is led by a professional Fire Chief, elected annually by its members, and paid as a part-time employee of the Town. Regular and advanced training is offered (and in many cases mandatory) for all members. Due to the volunteer nature of the service, one of the challenges of the department is providing adequate manpower during the 8am-5pm workday. However, the primary strength of the department rests solely with the dedication of volunteers including many Town employees such that each and every call to duty has been answered regardless of the time

of day. The Town allows full-time employees to respond to fire calls during work hours placing public protection as the highest priority. As of 2004, the Department responded to 176 calls over an 18-month period. There were about 40 mutual aid calls during that time period.

Funding

In Fiscal Year 2007, the voters of Wiscasset approved establishing a Fire Truck Reserve Account and initially funded the account with \$40,000. While the department has been moderately successful in securing some grant funding, the primary funds for operations and infrastructure come from property taxation.

Wiscasset Ambulance Service

The Wiscasset Ambulance Service (WAS) provides emergency medical services to Wiscasset, Alna, Edgecomb and Westport. The Service responded to approximately 600 calls in 2003 and 495 calls in 2004. The WAS is located within the Municipal Building at 51 Bath Road in Wiscasset.

The WAS is led by a 30-hour/week, paid part-time director who is annually elected by its members. The director reports directly to the Town Manager and is advised by a slate of WAS officers. The WAS has provided service to Alna, Edgecomb and Westport for nearly three decades without charge with the exception of contributions in recent years for paramedic training and the replacement of one ambulance.

Significant challenges facing the service are:

- The ongoing evolution of providing medical care in the field;
- The growing demand for services;
- Daytime coverage;
- Demographic trends in Wiscasset and the region that show a growing population of elderly residents requiring services;
- Increased traffic pressures and resulting accidents; and,
- Other factors that place increased demand on the quasi-volunteer department.

The increased paramedicine-degree licensure of some members in recent years allows the service to deliver pharmacology and advanced patient-care in the field. The advanced services now delivered by the service meet an important need in the community, but also require ongoing advanced training, reporting and materials purchases that expand the administrative and operational costs of the service.

Funding

In Fiscal Year 2007, the Wiscasset Ambulance service began with a healthy departmental fund balance in excess of \$200,000. Departmental operations have received no property tax support in several years. The Ambulance Department will purchase a new ambulance this year, upon voter approval in June 13, 2006. The other existing ambulance is barely two years old.

Police Department

The Wiscasset Police Department is located in the southwest end of the municipal building. The Department is staffed by four full-time officers (including the Chief), one full-time secretary and approximately 8 reserve officers. The Department owns three vehicles. Replacement vehicles are rotated into the fleet on a staggered basis, usually replacing the oldest vehicles.

The number of calls continues to rise each year. In 2002, the Police Department responded to 2,873 calls. By 2004, this had increased to 4,423 calls for service. The Department provides a wide variety of services to the citizens of Wiscasset including, but not limited to, emergency services, traffic control, animal control, property checks, citizen disputes, drug abuse resistance education, support for the shellfish warden and security for organizations at large gatherings.

Waste Water Treatment System

The Town of Wiscasset is served by a public sewer system that includes 14 miles of sewer line, 17 pump stations and an activated sludge wastewater treatment plant located on Cow Island.

All of the gravity sewer lines in the system are eight-inch lines, with the exception of those in the downtown which are 14-inch lines. Some of the force mains are as small as four inches.

The sludge from the treatment plant is run through a belt filter press and is then loaded and trucked to a compost facility in Unity. Treated wastewater is discharged to the Sheepscot River. In 1992, the Town upgraded the treatment plant for a total cost of \$4,100,000. The plant is currently licensed for a monthly average flow of 620,000 gallons per day. Monthly discharges are averaging about 180,000 gallons per day, or about 29% of capacity. The treatment plant employs four full-time people, including the superintendent and has an operating budget of about \$373,000 that has been supported by user fees since 2001. Prior to 2001, plant operations were supported by taxes. New connections are charged an impact fee according to a formula based on estimated usage as well as a one-time connection fee of \$100.

The overall condition of the waste water system is strong and far exceeds current demand, allowing adequate capacity for growth. The age of the system, however, does require current and ongoing investment in infrastructure upgrades. The Town recently expanded the system for the first time outside Wiscasset borders to the Town of Edgecomb. The expansion has increased the revenue stream and cost-sharing structure for future system upgrades, thus mitigating the financial burden on Wiscasset users.

Some of the challenges facing the Waste Water system are:

- The system was designed and built while Maine Yankee constituted more than 90% of Wiscasset's Tax base. As such, its design was not based on anticipated economic rates of return to cover initial investment, ongoing operational costs or future infrastructure upgrade costs. Maine Yankee's early and unexpected closure did not allow the Town

enough time to adequately plan financially for the long-term economic viability of the system. As such, user rates were not established until 2001 and impact fees until 2003, leaving the Town without significant dedicated reserves for infrastructure upgrades. The existence of the system has improved the environment, protected public health and afforded the community significant economic development opportunities. Town leaders were very wise in dedicating investment in its construction. However, the Town is still in transition from the former economic landscape to the present state of affairs to meet the long-term funding needs of the system.

- The Town has upgraded several pump stations since original construction. Eight of the stations have been upgraded over the past six years and two of the upgrades were due to unexpected catastrophic infrastructure failures; three additional pump stations need to be upgraded in the near future at costs approximating \$200,000 each.
- The force main on Birch Point Road from pump station #9 needs to be replaced with a larger pipe to accommodate the expected increase in flows due to residential growth, and projects on the former Maine Yankee land and Birch Point (Mason Station). Rough cost estimates exceed \$850,000 for sewer infrastructure upgrades and nearly \$500,000 for water infrastructure upgrades. The sewer and water upgrades will likely be a combined project to secure funding and for logistical and cost savings reasons.

Funding

The primary source of funding for operations for the sewer system is supported by system ratepayers through established rates based upon metered water usage.

The primary source of infrastructure upgrades is a combination of funds generated by sewer impact fees and leveraging said funds to secure grants, bonds and low-interest loans. Through an agreement with the Town of Edgecomb, Edgecomb will also contribute to the next plant upgrade according to a formula based on Edgecomb's allowed usage capacity.

Public Works - Highway Division

The primary responsibilities of the Public Works - Highway Division include construction, maintenance, repair and plowing the Town's road system. In addition, the department maintains and repairs all Town vehicles with the exception of school buses.

Responsibilities of the Public Works - Highway Division are much broader than many residents may be aware. The department maintains all Town cemeteries and many Town-owned properties including: The Maine Art Gallery, Scout Hall, the Clock/Spire on Fort Hill Street, Powder House on Churchill Street, waterfront docks, wharfs, the Sunken Garden, some airport responsibilities and other properties. The department also supports staff needs at the Transfer Station including Class A drivers for the transport of waste to disposal sites.

The department mows and maintains grounds on many Town-owned properties including the Town common, Town Hall, roadside areas and many other public lands in Wiscasset. Employees perform tree removal, culvert replacement/repair, clearing and maintenance of Town boundaries lines. The department also fills the need to perform tasks that do not fall neatly into the purview of responsibility of other departments. Random projects may include anything from moving furniture and building repairs to assisting other departments on special projects.

Some of the significant challenges facing the department are:

- Aging equipment
- Expanding infrastructure requiring oversight and maintenance
- A reduction in staff from 16 employees at the height of Maine Yankee funding to the present level of five truck driver/laborers, one mechanic and a Road Commissioner.

Funding

In Fiscal Year 2007, the voters of Wiscasset approved establishing a Plow Truck Reserve Account and initially funded the account with \$30,000. The primary funds for operations and infrastructure come from property taxation with approximately \$55,000 in state subsidies for local road maintenance.

Sidewalks

Wiscasset has approximately 4.2 miles of sidewalks, located primarily in the village. Sidewalk materials vary throughout the village, but generally consist of pavement, brick or concrete.

Sidewalk Location	Length in Feet	Sidewalk Location	Length in Feet
Federal Street	3,280	Middle Street East	728
Fore Street	160	Middle Street West	655
Fort Hill Street	515	Pleasant Street	590
Gardiner Road	5,455	Route One	255
High Street	560	Summer Street	610
Hodge Street	1,440	Town Common	140
Hooper Street	1,360	Union Street	370
Lee Street	920	Warren Street	255
Lincoln Street	360	Washington Street	1,126
Main Street North	765	Water Street East	354
Main Street South	985	Water Street West	1,203

Local Road System

Wiscasset has about 33 miles of local roads which require maintenance and capital investments on a regular basis. The following is a summary list of these roads:

Road Name	Approximate Length in Feet	Road Name	Approximate Length in Feet
Acorn Road	1,000	Langon Road	1,000
Beechnut Hill Road	3,000	Lee Street	1,300
Big Foot Alley	150	Lincoln Street	300
Birch Point Road	11,616	Lowell Town Road	13,300
Blagdon Ridge Road	1,300	Main Street	1,450
Bog Road	750	Middle Street	1,450
Boudin Road	200	Morton Street	300
Bradbury Street	400	Mountain Road	900
Bradford Road	8,500	Oak Ridge Drive	1,700
Brown Road	2,500	Oak Ridge West	2,500
Caton Road	800	Old Bath Road	13,560
Chewonki Neck Road	12,900	Old County Road	400
Chewonki Neck Road	500	Old Dresden Road	5,800
Churchill Street	2,900	Old Ferry Road	4,500
Clark's Point Road	3,400	Old Sheepscot Road	5,500
Cushman Point Road	?	Old Stage Road	4,200
Danforth Street	290	Oxhorn Road	2,000
Deer Ridge Road	800	Page Avenue	1,200
Dickinson Road	5,000	Pine Road	500
Dorr Road	2,000	Pinewood Drive	800
Evergreen Street	400	Pleasant Street	1,260
Federal Street	3,600	Pottle Cove Road (Lewis)	1,300
Flood Avenue	1,700	Ready Point Road	3,200
Fore Street	650	Rumerill Road	3,800
Fort Hill Street	850	Shady Lane	3,200
Fowle Hill Road	6,000	Shea Road	1,500
Foye Road	10,800	Sheepscot Shores Road	5,500
Freedom Song Road	800	Shinbone Alley	150
Gibbs Road	4,400	Summer Street	1,330
Gorham Road	1,500	Thorndike Road	400
Hammond Street	300	Twin Oak Road	600
Hemlock Road	1,900	Two Bridge Road	2,450
High Street	1,000	Union Street	420
Hilltop Drive	5,808	Ward Brook Road	1,000
Hodge Street	1,770	Warren Street	450
Hooper Street	1,620	Washington Street	620
Howard Lane	400	Washington Street Extension	300
Huntoon Hill Road	2,400	Water Street	1,850
Indian Road	5,800	West View Road	800
Johnson Street	700	Whites Lane	1,540
		Young's Point Road	4,800

Public Works - Solid Waste Transfer Division

The Town of Wiscasset has operated a transfer station on Fowles Hill Road since 1991 following the closure of its landfill. The transfer station is housed in one main building and two sheds (one for operation of the scale and one for storage) in addition to several other out-structures used for temporary storage of waste and recycling materials slated for transport to permanent disposal sites. Since the landfill closure in 1991, Wiscasset's station is truly a transfer-based operation with no permanent storage of waste.

The present staff consists of a supervisor, one full-time laborer and the equivalent of a ½-time employee through shared staffing with the Public Works/Highway department.

The most significant challenge of the Transfer Station, similar to other departments, is replacing funds lost following the closure of Maine Yankee. Major changes in operations, the fee structure, and staffing have taken place since 1997 and continue at the present time in an effort to reach equilibrium between funding and the delivery of services.

In 2004, the Wiscasset region recycled 50.8% of its waste stream.

Funding

The department is funded through a mix of user-fee revenues, property taxation, and payments from the affiliate towns of Alna and Westport Island.

Parks & Recreation Department

Wiscasset is fortunate to have a number of high quality outdoor recreation facilities available to its residents, as well as a very active program sponsored by the Wiscasset Parks and Recreation Department.

Parks and Recreation Department Facilities. Major facilities operated by the Department include:

- Wiscasset Community Center. The Community Center, which opened in 1998, is a 35,000 square foot recreation complex serving Midcoast Maine, located on 90 acres behind the high school. The Center has a six-lane pool with family alcove, a hot tub, gymnasium, fitness room and a senior center with full kitchen. The center is owned by the Town of Wiscasset and operated by the Recreation Department.
- Wiscasset Community Park. Facilities include a multi-age playground, picnic tables, pavilions, a baseball/softball field, and a band shell.
- Sherman Park. This 1-acre park is located on the Sheepscot River. Facilities include a baseball/softball field, basketball courts, benches, tennis court and fitness center.

Funding

In FY 2007, the department was funded through a mix of approximately \$470,000 in surplus, membership and program fees and approximately \$217,000 in property taxation.

Wiscasset Municipal Airport

The Wiscasset Municipal Airport is located in rural southern Wiscasset, with direct access to Route 144, then to Route 1. The primary feature of the airport is the runway, oriented southwest/northeast, with a paved surface that is 3,400 feet long and 75 feet wide. Other features of the airport consist of a paved 1,300-foot long by 35-foot wide parallel taxiway, 195,300 square foot paved aircraft parking apron, 10 hangars, a terminal building and approximately 14,000 square feet of paved parking lots.

Wiscasset is in an ideal location along the Maine coastal route, midway between Portland and Rockland. Wiscasset Municipal Airport is the only public service facility between these two cities, and serves the growing communities between Brunswick and Boothbay Harbor.

As of 2004, Wicked Good Aviation is the only Fixed Based Operator (FBO) at the Airport. An FBO is a privately-owned business that provides services such as air taxi, flight instruction, aircraft servicing and repair. Wicked Good Aviation provides aircraft maintenance and inspections, supplies fuels, and offers general pilot product sales.

Wiscasset Municipal Airport is classified as a general aviation airport. General aviation activities encompass passenger and cargo charter, flight instruction, business flights, aerial photography, recreational flying, crop-dusting, and emergency life-flight service. The existence of an airport in Wiscasset offers opportunities to explore multi-modal movement of goods and services. Currently, Wiscasset Municipal Airport is ideally located to take advantage of intermodal transportation links between air, railroad, shipping and trucking. The excellent access to markets makes Wiscasset a prime inland port and distribution center for small- to medium-sized companies looking to develop their infrastructure in an area highly conducive to growth and quality of life.

As of 2004, the Wiscasset Municipal Airport has completed the permitting process for the extension of the parallel taxiway and construction of three hangers. During 2001, the Airport and Dufresne-Henry, Inc. completed a comprehensive Airport Master Plan. This Master Plan is serving as a guide towards future Airport development and expansion.

Funding

The airport operational budget is currently funded through a mix of revenues and departmental fund balance. The airport operational budget has not received property tax support in several years. Major infrastructure improvements are funded 95% by the Federal Aviation Administration, 2 ½% from the Maine Department of Transportation and 2 ½% from local funds.

Municipal Asset Inventory

As part of the General Accounting Standards Board (GASB) Rule 34, municipal governments must report all assets and liabilities on a ledger sheet through its annual audit much like corporate reporting. As such, the Town enlisted a private firm in 2004 to conduct a fixed-asset inventory of all Town assets with estimated values of \$5,000 or more. This list is maintained and amended by Town Staff according to the purchase of new or disposal of surplus equipment, new road construction, etc. The following table is a list of the Town's fixed assets.

COST CENTER DEPARTMENT	ITEM	MAKE MODEL	ACQUISITION YEAR	EST USEFUL LIFE (YEARS)	TOTAL REPLACE COST	REPLACE COST PER UNIT	CAPITAL PROJECT CATEGORY
Administration	Trio Software	Windows Version	2004	10	\$18,090.00	\$18,090.00	Computers
Administration	Photocopier	Xerox 5830	2001	7	\$7,000.00	\$7,000.00	Photocopier
Administration	Photocopier	Ricoh FT5840	1998	7	\$7,000.00	\$7,000.00	Photocopier
Airport	Hangar		1963	50	\$320,000.00		Buildings
Airport	Terminal Building & Hangar		1970	50	\$434,000.00		Buildings
Airport	Snowblower		1974	10	\$5,000.00	\$5,000.00	Equipment
Airport	Tractor	John Deere TC62H	2002	20	\$180,000.00	\$180,000.00	Equipment
Airport	Waste Oil Furnace	Steadly Flo SUN2	1999	15	\$8,000.00	\$8,000.00	Equipment
Airport	Parking Lot		1996	20	\$42,625.00	\$42,625.00	General
Airport	Apron		1996	50	\$717,656.00		Infrastructure
Airport	Runway 7-25		1961	50	\$1,150,000.00		Infrastructure
Airport	Taxiway A		1996	50	\$84,560.00		Infrastructure
Airport	Taxiway B		1996	50	\$473,536.00		Infrastructure
Airport	Taxiway D		1996	50	\$142,061.00		Infrastructure
EMS	Cardiac Monitor	Lifepak 12	2003	10	\$16,500.00	\$16,500.00	Equipment
EMS	Cardiac Monitor	Lifepak 10	1993	10	\$16,500.00	\$16,500.00	Equipment
EMS	Ambulance	Ford E456	2005	10	\$110,000.00	\$110,000.00	Vehicle
EMS	Ambulance	Ford	2004	10	\$110,000.00	\$110,000.00	Vehicles
Fire	Air Packs	Scott 4.5	1999	12	\$7,200.00	\$1,800.00	Equipment
Fire	Air Packs	Scott 4.5	2003	12	\$10,800.00	\$1,800.00	Equipment
Fire	Air Packs	Scott 4.5	1996	12	\$21,600.00	\$1,800.00	Equipment
Fire	Compressor	Poisedon	1988	20	\$8,000.00	\$8,000.00	Equipment

Fire	Jaws of Life	Holmatro	2001	15	\$40,000.00	\$40,000.00	Equipment
Fire	Thermal Imaging Camera	Cairns Viper	2002	12	\$26,500.00	\$26,500.00	Equipment
Fire	Turnout Gear	Morning Pride	2003	5	\$12,000.00	\$1,200.00	Equipment
Fire	Turnout Gear	Cairns	2002	5	\$12,000.00	\$1,200.00	Equipment
Fire	Turnout Gear	Cairns	2001	5	\$12,000.00	\$1,200.00	Equipment
Fire	Turnout Gear	Repel	2000	5	\$12,000.00	\$1,200.00	Equipment
Fire	Turnout Gear	Federal	1999	5	\$12,000.00	\$1,200.00	Equipment
Fire	Mack Fire Truck		1949	50	\$350,000.00	\$350,000.00	General
Fire	Mobile Radios	Motorola Radius 300 (x15)	1994	15	\$18,000.00	\$1,200.00	Radios & Pagers
Fire	Pagers	Minitor IV (x12)	2003	10	\$5,148.00	\$429.00	Radios & Pagers
Fire	Pagers	Minitor II (x12)	2001	10	\$5,148.00	\$429.00	Radios & Pagers
Fire	Pagers	Minitor I (x24)	1994	10	\$10,296.00	\$429.00	Radios & Pagers
Fire	Boat and Trailer	OMC Express 380	1998	15	\$8,000.00	\$8,000.00	Vehicles
Fire	Chevy Fire Truck	R1	1978	30	\$250,000.00	\$250,000.00	Vehicles
Fire	GMC Fire Truck		1996	30	\$200,000.00	\$200,000.00	Vehicles
Fire	GMC Fire Truck		1994	30	\$225,000.00	\$225,000.00	Vehicles
Fire	GMC Pickup	1/2 ton PK	1988	10	\$18,000.00	\$18,000.00	Vehicles
Fire	GMC Pickup		1993	10	\$30,000.00	\$30,000.00	Vehicles
Fire	Maxium Fire Truck	E6	1971	30	\$250,000.00	\$250,000.00	Vehicles
Fire	Pemfab Fire Truck	Royale S-944A	1989	30	\$400,000.00	\$400,000.00	Vehicles
Fire	Pierce Fire Truck	E7	1993	30	\$300,000.00	\$300,000.00	Vehicles
Waterfront	Municipal Pier/Creamery		1980	50	\$188,425.00		Buildings
Waterfront	Wharf, Restrooms & Pump		1980	50	\$122,750.00		Buildings
Waterfront	Mast & Boom		2002	25	\$9,450.00	\$9,450.00	Equipment
Highway	2 Car Garage		1970	50	\$14,000.00		Buildings
Highway	Garage at Landfill		1960	50	\$76,800.00		Buildings
Highway	Salt Shed		1972	50	\$14,000.00		Buildings
Highway	Sand Building		1991	50	\$300,000.00		Buildings
Highway	Town Garage & Outbuildings		1972	50	\$724,200.00		Buildings
Highway	Portable Air Compressor	Lee Roy	1973	20	\$5,000.00	\$5,000.00	Equipment
Highway	Portable Chipper		1988	25	\$28,000.00	\$28,000.00	Equipment
Highway	Tractor	John Deere 245	1999	10	\$7,200.00	\$7,200.00	Equipment
Highway	Tractor	John Deere	1999	10	\$7,200.00	\$7,200.00	Equipment
Highway	Tractor	John Deere	2002	10	\$7,200.00	\$7,200.00	Equipment
Highway	Waste Oil Furnace	Black Gold	1995	10	\$6,500.00	\$6,500.00	Equipment

Highway	Waste Oil Furnace	Clean Burn	1997	10	\$6,500.00	\$6,500.00	Equipment
Highway	Backhoe	John Deere 410	1995	25	\$100,000.00	\$100,000.00	Heavy Equipment
Highway	Jib Crane	5 Ton Stemco	1983	50	\$12,000.00	\$12,000.00	Heavy Equipment
Highway	Loader	Bobcat 743	1991	10	\$12,000.00	\$12,000.00	Heavy Equipment
Highway	Loader	John Deer 554J	2005	10	\$75,000.00	\$75,000.00	Heavy Equipment
Highway	Road Grader	Caterpillar 130	1986	25	\$128,000.00	\$128,000.00	Heavy Equipment
Highway	Wheel Loader	Caterpillar 936	1988	25	\$140,000.00	\$140,000.00	Heavy Equipment
Highway	Acorn Road		1994	50			Roads
Highway	Beechnut Hill Road		2000	50			Roads
Highway	Big Foot Alley		1987	50			Roads
Highway	Birch Point Road		1994	50			Roads
Highway	Blagdon Ridge Road		1992	50			Roads
Highway	Bog Road		1995	50			Roads
Highway	Boudin Road		1994	50			Roads
Highway	Bradbury Street		1978	50			Roads
Highway	Bradford Road		1996	50			Roads
Highway	Brown Road		1996	50			Roads
Highway	Caton Road		1950	50			Roads
Highway	Chewonki Neck Road		1996	50			Roads
Highway	Chewonki Neck Road Ext		1998	50			Roads
Highway	Churchill Street		1991	50			Roads
Highway	Clark's Point Road		2000	50			Roads
Highway	Danforth Street		1987	50			Roads
Highway	Deer Ridge Road		1994	50			Roads
Highway	Dickenson Road		1950	50			Roads
Highway	Dorr Road		1989	50			Roads
Highway	Evergreen Street		1950	50			Roads
Highway	Federal Street		1987	50			Roads
Highway	Flood Avenue		1995	50			Roads
Highway	Fore Street		1987	50			Roads
Highway	Fort Hill Street		1979	50			Roads
Highway	Fowle Hil Road		1997	50			Roads
Highway	Foye Road		1994	50			Roads
Highway	Freedom Song Road		1994	50			Roads
Highway	Gibbs Road		2000	50			Roads
Highway	Gorham Road		1995	50			Roads

Highway	Hammond Street	1995	50	Roads
Highway	Hemlock Road	1998	50	Roads
Highway	High Street	1986	50	Roads
Highway	Hilltop Drive	1991	50	Roads
Highway	Hodge Street	2000	50	Roads
Highway	Hooper Street	1988	50	Roads
Highway	Howard Lane	1997	50	Roads
Highway	Huntoon Hill Road	1998	50	Roads
Highway	Indian Road	1998	50	Roads
Highway	Johnson Street	1995	50	Roads
Highway	Langdon Road	1950	50	Roads
Highway	Lee Street	1986	50	Roads
Highway	Lincoln Street	1987	50	Roads
Highway	Lowell Town Road	1996	50	Roads
Highway	Main Street	1987	50	Roads
Highway	Middle Street	1987	50	Roads
Highway	Morton Street	1978	50	Roads
Highway	Mountain Road	1996	50	Roads
Highway	Oak Ridge Drive (Both)	1994	50	Roads
Highway	Oak Ridge West	1994	50	Roads
Highway	Old Bath Road	1991	50	Roads
Highway	Old Country Road	1995	50	Roads
Highway	Old Dresden Road	1998	50	Roads
Highway	Old Ferry Road	1985	50	Roads
Highway	Old Sheepscot Road	1996	50	Roads
Highway	Old Stage Road	1992	50	Roads
Highway	Oxhorn Road	1994	50	Roads
Highway	Page Avenue	1995	50	Roads
Highway	Pine Road	1995	50	Roads
Highway	Pinewood Drive	1995	50	Roads
Highway	Pleasant Street	1978	50	Roads
Highway	Pottle Cove Road (Lewis)	1996	50	Roads
Highway	Ready Point Road	1997	50	Roads
Highway	Rumerill Road	1995	50	Roads
Highway	Shady Lane	1994	50	Roads
Highway	Shea Road	1996	50	Roads

Highway	Sheepscot Shores Road	1996	50	Roads
Highway	Shinbone Alley	1997	50	Roads
Highway	Summer Street	1978	50	Roads
Highway	Thorndike Road	1993	50	Roads
Highway	Twin Oak Road	1988	50	Roads
Highway	Two Bridge Road	1994	50	Roads
Highway	Union Street	1988	50	Roads
Highway	Ward Brook Road	1990	50	Roads
Highway	Warren Street	1988	50	Roads
Highway	Washington Street	1988	50	Roads
Highway	Washington Street Ext	1987	50	Roads
Highway	Water Street	1987	50	Roads
Highway	West View Road	1996	50	Roads
Highway	Whites Lane	1993	50	Roads
Highway	Willow Lane	1997	50	Roads
Highway	Young's Point Road	1997	50	Roads
Highway	Federal Street	1972	25	Sidewalks
Highway	Fore Street	1994	25	Sidewalks
Highway	Fort Hill Street	1979	25	Sidewalks
Highway	Gardiner Road	1982	25	Sidewalks
Highway	High Street	1986	25	Sidewalks
Highway	Hodge St	1996	25	Sidewalks
Highway	Hooper St	1988	25	Sidewalks
Highway	Lee Street	1986	25	Sidewalks
Highway	Lincoln Street	1995	25	Sidewalks
Highway	Main St - North	1992	25	Sidewalks
Highway	Main St - South	1991	25	Sidewalks
Highway	Main St - South	1987	25	Sidewalks
Highway	Middle St - East	1993	25	Sidewalks
Highway	Middle St - West	1991	25	Sidewalks
Highway	Pleasant Street	1978	25	Sidewalks
Highway	Summer Street	1978	25	Sidewalks
Highway	Town Common	1970	25	Sidewalks
Highway	Union Street	1974	25	Sidewalks
Highway	Warren Street	1998	25	Sidewalks
Highway	Washington St	1975	25	Sidewalks

Highway	Water St - East		1997	25			Sidewalks
Highway	Water St - West		1994	25			Sidewalks
Highway	Truck	GMC TK36003	2005	10	\$49,078.00	\$49,078.00	Vehicle
Highway	Truck - One Ton #3	Chevy	1996	10	\$31,500.00	\$31,500.00	Vehicles
Highway	Truck #2	Chevy	1991	10	\$23,000.00	\$23,000.00	Vehicles
Highway	Truck w/ Plow #8	GMC	1996	10	\$75,000.00	\$75,000.00	Vehicles
Highway	Truck w/ Plow #4	GMC	1999	10	\$75,000.00	\$75,000.00	Vehicles
Highway	Truck w/ Plow #5	GMC	1995	10	\$75,000.00	\$75,000.00	Vehicles
Highway	Truck w/ Plow #6	GMC	1994	10	\$75,000.00	\$75,000.00	Vehicles
Highway	Truck w/ Plow #7	GMC	1997	10	\$75,000.00	\$75,000.00	Vehicles
Parks & Recreation	Community Center		1997	50	\$5,520,400.00		Buildings
Parks & Recreation	Network System w/ software	Acer	1998	5	\$5,000.00	\$5,000.00	Computers
Parks & Recreation	Rec Trac Software	Rec Trac 9.2c1a Version	1998	5	\$12,000.00	\$12,000.00	Computers
Parks & Recreation	Auto Scrubber	Advance 324000	1998	7	\$5,000.00	\$5,000.00	Custodial Equipment
Parks & Recreation	Acuistic Sound Panels	Neva Assoc.	1999	15	\$8,000.00	\$8,000.00	Equipment
Parks & Recreation	Cross Trainers	Life Fitness CT9500HR	1998	5	\$10,000.00	\$5,000.00	Equipment
Parks & Recreation	Gym Floor Cover		1998	30	\$9,000.00	\$9,000.00	Equipment
Parks & Recreation	Hot Tub	Hot Springs 6 Person	2001	7	\$6,300.00	\$6,300.00	Equipment
Parks & Recreation	Lane Lines w/ Rack	Spectrum	1998	7	\$10,000.00	\$10,000.00	Equipment
Parks & Recreation	Leg Press	Cybex	1998	10	\$5,000.00	\$5,000.00	Equipment
Parks & Recreation	Pool Pump Motors	ITT Marlow 7-9SC 9.125	1998	7	\$9,000.00	\$4,500.00	Equipment
Parks & Recreation	Riding Lawn Mower	John Deere 345	1998	5	\$8,000.00	\$8,000.00	Equipment
Parks & Recreation	Scoreboards	Datronics - basketball	1998	30	\$30,000.00	\$15,000.00	Equipment
Parks & Recreation	Timing System	Datronics Omni 6000	1997	15	\$30,000.00	\$30,000.00	Equipment
Parks & Recreation	Treadmill	Cybex 710T	1999	5	\$8,500.00	\$4,000.00	Equipment

Recreation							
Parks & Recreation	Treadmill	Quinton Clubtrack	1998	5	\$12,000.00	\$6,000.00	Equipment
Parks & Recreation	Copier	Canon NP6330	1990	5	\$8,000.00	\$8,000.00	Photocopier
Parks & Recreation	Copier	Ricoh Aficio 551	2002	7	\$30,000.00	\$30,000.00	Photocopier
Police	Lap Top Computer	Panasonic	2002	4	\$5,000.00	\$5,000.00	Computers
Police	Lap Top Computer	Panasonic	2002	4	\$5,000.00	\$5,000.00	Computers
Police	10 Protective Vests	Second Chance	2001	5	\$5,000.00	\$5,000.00	Equipment
Police	Photocopier	Savin	2001	6	\$5,500.00	\$5,500.00	Photocopier
Police	Base Station	Motorola	1998	50	\$15,000.00	\$15,000.00	Radios & Pagers
Police	2001 Ford	Crown Vic.	2001	3	\$22,000.00	\$22,000.00	Vehicles
Police	2001 Ford	Crown Vic.	2002	3	\$22,000.00	\$22,000.00	Vehicles
Sewer	Blower Building		1992	50	\$205,600.00		Buildings
Sewer	Chlorine Tank Building		1992	50	\$291,200.00		Buildings
Sewer	Clarifier #2		1992	50	\$500,325.00		Buildings
Sewer	Control Center		1992	50	\$2,254,375.00		Buildings
Sewer	Fiberglass Dome		1992	50	\$38,025.00		Buildings
Sewer	Garage/Workshop		1963	50	\$20,400.00		Buildings
Sewer	Sludge Screen Building		1963	50	\$606,500.00		Buildings
Sewer	Sludge Tanks		1992	50	\$126,655.00		Buildings
Sewer	Steel Storage Building		1980	50	\$10,200.00		Buildings
Sewer	WWTP		1992	50	\$684,000.00		Buildings
Sewer	Generator	Cummins	1998	20	\$40,000.00	\$40,000.00	Equipment
Sewer	Line Cleaner	Sreco	1997	15	\$26,000.00	\$26,000.00	Equipment
Sewer	Portable Pump	Gorman Rupp	1964	30	\$6,000.00	\$6,000.00	Equipment
Sewer	Forklift	Clark CPS17	1992	20	\$18,000.00	\$18,000.00	Heavy Equipment
Sewer	Pump Station #1	Smith & Loveless	1973	20	\$250,000.00	\$250,000.00	Pump Stations
Sewer	Pump Station #2	Smith & Loveless	1975	20	\$250,000.00	\$250,000.00	Pump Stations
Sewer	Pump Station #3	Smith & Loveless	1975	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #4	Smith & Loveless	1972	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #5	Smith & Loveless	1974	20	\$175,000.00	\$175,000.00	Pump Stations
Sewer	Pump Station #6	Smith & Loveless	1975	20	\$50,000.00	\$50,000.00	Pump Stations
Sewer	Pump Station #7	Smith & Loveless	1978	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #8	Smith & Loveless	2005	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #9	Smith & Loveless	1978	20	\$175,000.00	\$175,000.00	Pump Stations

Sewer	Pump Station #10	Smith & Loveless	1979	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #11	Smith & Loveless	1981	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #12	Smith & Loveless	1982	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #13	Smith & Loveless	1987	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #14	Smith & Loveless	1990	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #15	Smith & Loveless	1990	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #16	Smith & Loveless	1994	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Pump Station #17	Smith & Loveless	1994	20	\$200,000.00	\$200,000.00	Pump Stations
Sewer	Dump Truck	GMC	1993	15	\$60,000.00	\$60,000.00	Vehicles
Sewer	Pickup	Chevrolet	2001	10	\$28,000.00	\$28,000.00	Vehicles
Town-wide	Art Gallery		1807	50	\$216,100.00		Buildings
Town-wide	Boy Scout Hall		1880	50			Buildings
Town-wide	Home - Soule House		1946	50	\$129,200.00		Buildings
Town-wide	Municipal Building		1967	50	\$2,356,000.00		Buildings
Town-wide	Powder House		1810	50			Buildings
Town-wide	Public Restrooms		1980	50	\$52,500.00		Buildings
Town-wide	Generator		1975	20	\$20,000.00	\$20,000.00	Equipment
Town-wide	Sign		2003	15	\$6,000.00	\$6,000.00	Other
Town-wide	Telephone System		1995	10	\$12,000.00	\$12,000.00	Telephone
Town-wide	White's Island Bridges			30			Infrastructure
Transfer Station	Transfer Station & Outbuildings		1990	50	\$1,010,400.00		Buildings
Transfer Station	Ejection Trailer	STECO ST-SEC3896	2005	10	\$43,355.00	\$43,355.00	Equipment
Transfer Station	Open-top Trailer	Ace	1991	15	\$50,000.00	\$50,000.00	Equipment
Transfer Station	Storage Trailer	Fruehauf	1992	25	\$30,000.00	\$30,000.00	Equipment
Transfer Station	Storage Trailer	Fruehauf	1992	25	\$30,000.00	\$30,000.00	Equipment
Transfer Station	Tractor	Peterbuilt	1991	15	\$100,000.00	\$100,000.00	Equipment
Transfer Station	Trailer	Accurate	1991	15	\$50,000.00	\$50,000.00	Equipment
Transfer Station	Trailer	Accurate	1991	15	\$50,000.00	\$50,000.00	Equipment
Transfer Station	Trailer	J & J	1993	15	\$50,000.00	\$50,000.00	Equipment
Transfer Station	Truck Scale	Avery Weigh-Tronix	2004	20	\$59,284.00	\$59,284.00	Equipment
Transfer Station	Waste Oil Furnace	Blackgold 400RS	2003	25	\$9,000.00	\$9,000.00	Equipment
Transfer Station	Bailer	Tramrail 3400	1991	25	\$11,000.00	\$11,000.00	Heavy Equipment
Transfer Station	Bailer	Tramrail HD	1991	25	\$11,000.00	\$11,000.00	Heavy Equipment
Transfer Station	Bailer	Tramrail 3400HD	1991	25	\$11,000.00	\$11,000.00	Heavy Equipment
Transfer Station	Bottle Crusher	Prodeva 150	1993	15	\$5,000.00	\$5,000.00	Heavy Equipment

Transfer Station	Can Crusher	Prodeva 250	1995	15	\$8,000.00	\$8,000.00	Heavy Equipment
Transfer Station	Cat Loader	936	1988	20	\$70,000.00	\$70,000.00	Heavy Equipment
Transfer Station	Chipper	Mobark	1992	25	\$25,000.00	\$25,000.00	Heavy Equipment
Transfer Station	Skid Steer	843B	1991	20	\$30,000.00	\$30,000.00	Heavy Equipment
Transfer Station	Ford Truck Cat	50	1994	25	\$35,000.00	\$35,000.00	Vehicles
Transfer Station	Oil Truck	International 1972	1997	25	\$50,000.00	\$50,000.00	Vehicles

Capital Investment Matrix

The following pages are a matrix which includes the recommendations for investment with estimated costs and suggested timeframes. This final section of the CIP is perhaps the most substantive whereas it contains the “blueprint” of recommended investment for financial and other resource planning efforts. This information was initially supplied by department heads and reviewed and amended accordingly by the Town Manager and Selectmen CIP subcommittee.

Potential Funding-Source Codes

- 1 Fundraising
- 2 Grants
- 3 Departmental Fund Balance (surplus)
- 4 Departmental Revenues
- 5 Capital Reserve Accounts
- 6 Property Taxation
- 7 Impact Fees
- 8 Private Contribution
- 9 Bond Financing
- 10 Trade-in Existing Equipment
- 11 Equipment Reserve Account
- 12 Affiliate Town Contribution

TOWN OF WISCASSET (FY2008-FY2012) CAPITAL PROJECT LIST

PROJECT #	PROJECT DESCRIPTION	POTENTIAL FUNDING	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
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For airport infrastructure, it is anticipated that 95% is to be funded through federal FAA grants, 2 1/2% funded by State MDOT grants and 2 1/2% funded through local funds generated by airport activities.

AIRPORT

AIR-00001	Taxiway Extension Phase-2	2,3	\$334,210					
AIR-00002	Runway Resurfacing	2,3	\$80,000					
AIR-00003	Snow Removal Equipment (SRE) Building Construction	2,3		\$100,000				
AIR-00004	Whaleback Ridge Obstruction Beacon Replacement	2,3		\$80,000				
AIR-00005	Airport Rotating Beacon Replacement	2,3			\$24,000			
AIR-00006	Aircraft Parking Apron Tie downs	2,3			\$300,000			
AIR-00007	Airport Master Plan Update	2,3				\$150,000		
AIR-00008	Runway Reconstruction (7 and 25)	2,3						\$1,300,000
AIR-00009	Remote Communication Outlet (RCO)	2,3						\$50,000
AIRPORT SUBTOTAL			\$414,210	\$180,000	\$324,000	\$150,000	\$0	\$1,350,000

EMS

EMS-000001	Ambulance #87 Replacement	3,10	\$126,332					
EMS-000002	Floor Resurfacing	3	\$2,200					
EMS-000003	Pagers Replacement	3	\$14,000					
EMS-000004	Ambulance #88 Replacement	3,9,10,11,12					\$150,000	
EMS-000005	Ambulance Body Remount	3,10,11,12						\$70,000
EMS-000006	Cardiac Monitor-1	3,11,12		\$30,000				
EMS-000007	Cardiac Monitor-2	3,11,12				\$30,000		
EMS-000008	Stretcher-1	3,12			\$12,000			
EMS-000009	Stretcher-2	3,12			\$12,000			
EMS SUBTOTAL			\$142,532	\$30,000	\$24,000	\$30,000	\$150,000	\$70,000

FIRE

FD-00001	SCBA Tanks Replacement	6	\$10,000					
FD-00002	Engine #6 Replacement	5,6,9,10,11		\$350,000				
FD-00003	Turn-out Gear Replacement	2,5,6,9			\$40,000			
FD-00004	Radio Replacement - Vehicle & Base	2,5,6,9				\$35,000		

TOWN OF WISCASSET (FY2008-FY2012) CAPITAL PROJECT LIST

PROJECT #	PROJECT DESCRIPTION	POTENTIAL FUNDING	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
FD-00005	Pick-up Replacement	5,6,9,10,11					\$32,500	
FD-00006	Bruch Truck Replacement	5,6,9,10,11						\$25,000
FIRE SUBTOTAL			\$10,000	\$350,000	\$40,000	\$35,000	\$32,500	\$25,000
 <u>WATERFRONT</u>								
WF-00001	Ferry Landing Pier Cribwork	2,3,5		\$5,000				
WF-00002	Ferry Landing Aluminum Ramp	2,3,5		\$6,700				
WF-00003	Ferry Landing Piling Replacement	2,3,5			\$5,000			
WF-00004	Memorial Pier Re-decking	2,3,5		\$5,000				
WF-00005	Float Replacement	2,3,5		\$18,000	\$9,000	\$9,000	\$9,000	\$9,000
WF-00006	Memorial Pier Aluminum Pedestrian Ramp	2,3,5			\$6,700			
WATERFRONT SUBTOTAL			\$0	\$34,700	\$20,700	\$9,000	\$9,000	\$9,000
 <u>HIGHWAY</u>								
HW-00001	Bobcat Replacement	5,6,9,10,11			\$25,000			
HW-00002	Backhoe Replacement	5,6,9,10,11					\$90,000	
HW-00003	Plow Truck - #6	5,6,9,10,11		\$100,000				
HW-00004	Plow Truck - #8	5,6,9,10,11			\$100,000			
HW-00005	Pick-up Truck w/ Plow - #4	5,6,9,10,11			\$35,000			
HW-00006	Pick-up Truck w/ Plow - #1	5,6,9,10,11				\$35,000		
HW-00007	(1/2) Pick-up Truck w/ Plow to be Shared w/ Cemetery	5,6					\$18,000	
HW-00008	Riding Mower - 1	6		\$8,500				
HW-00009	Riding Mower - 2	6			\$8,500			
HW-00010	Riding Mower - 3	6				\$8,500		
HW-00011	Furnace	6		\$5,000				
HW-00012	Deer Ridge Road Overlay	6	\$12,000					
HW-00013	Rumerill Rd. Grind & Pave	6		\$74,000				
HW-00014	Shady Lane Grind & Pave	6			\$74,000			
HW-00015	Willow Lane Grind & Pave (Churchill to Rumerill)	6	\$130,000					
HW-00016	Indian Rd. (1st 1/2-mile) Grind & Pave	6	\$52,000					
HW-00017	Old Dresden Rd Overlay	6		\$81,000				
HW-00018	Old Sheepscot Rd. (to Brown Rd.) Grind & Pave	6			\$120,000			
HW-00019	White's Lane Overlay	6				\$17,000		

TOWN OF WISCASSET (FY2008-FY2012) CAPITAL PROJECT LIST

PROJECT #	PROJECT DESCRIPTION	POTENTIAL FUNDING	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
HW-00020	Two Bridge Rd. Grind & Pave	6	\$27,000					
HW-00021	Chewonki Neck Rd (First Section) Pave	6					\$50,000	
HW-00022	Old Ferry Rd. (Last 2/3) Grind & Pave	6	\$52,000					
HW-00023	Hill Top Dr. Grind & Pave	6	\$30,000					
HW-00024	Hemlock Rd. Grind & Pave	6					\$38,000	
HW-00025	Old County Rd. Overlay	6				\$6,000		
HW-00026	Beechnut Hill Rd. Extension Overlay	6				\$12,000		
HW-00027	Fort Hill St. Overlay	6		\$30,000				
HW-00028	Oxhorn Rd. Overlay	6		\$25,500				
HW-00029	Dorr Rd. Overlay	6		\$40,500				
HW-00030	Ward Brook Rd. Overlay	6		\$15,000				
HW-00031	Twin Oak Rd. Overlay	6		\$9,000				
HW-00032	High Street Repair & Overlay	6				\$30,000		
HW-00033	Lee Street Repair & Overlay	6				\$30,000		
HW-00034	Main St. Sidewalk (Library to Post office) Repair'	6	\$20,000					
HW-00035	Pleasant Street & Sidewalk (South) Repair	6					\$45,000	
HW-00036	Summer Street & Sidewalk (South) Repair	6					\$45,000	
HW-00037	Federal Street Engineering Study	6		\$40,000				
HW-00038	Federal Street Road Repair (Storm Water & Utilities) Phase-1 **	5,6,9			\$750,000			
HW-00039	Federal Street Road Repair (Storm Water & Utilities) Phase-2 **	5,6,9				\$750,000		
HIGHWAY SUBTOTAL			\$323,000	\$428,500	\$1,112,500	\$888,500	\$286,000	\$0

** = Portion of Project for Utility Costs Will be Attributed to WWTP & Water District Funding

PARKS & RECREATION

PR-000001	Treadmills	1,3,4		\$6,000				
PR-000002	Elliptical Trainers	1,3,4			\$5,500			
PR-000003	Building Engineering Study Funds	1,2,3					\$12,000	
PR-000004	Building Expansion Phase 1	1,2,5						\$100,000
PR-000005	Parking Lot Expansion Phase 1	1,2,5,6		\$5,000				
PR-000006	Parking Lot Expansion Phase 2	1,2,5,6			\$15,000			
PR-000007	Pool Slide & Pump	1,4			\$50,000			
PR-000008	Lockers	1,3,4		\$20,000				
PR-000009	Portable Sound System	1		\$3,000				
PR-000010	Score Board	1		\$8,000				

TOWN OF WISCASSET (FY2008-FY2012) CAPITAL PROJECT LIST

PROJECT #	PROJECT DESCRIPTION	POTENTIAL FUNDING	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
PR-000011	New Multi-Purpose Field	1,2,3,6				\$5,000		
PR-000012	WMS Basketball/Tennis Courts Phase 1	1,2,5,6		\$20,000				
PR-000013	WMS Basketball/Tennis Courts Phase 2	1,2,5,6			\$20,000			
PR-000014	Trails System	1,2		\$2,500				
PR-000015	Voice Mail System & Port Expansion	3,4,6				\$1,425		
PR-000016	Pool Timing System - Console	1,3,4,6		\$1,950				
PR-000017	Concession Stand - Rec Field	1		\$15,000				
PR-000018	Mower - Riding	1,3,4,6		\$6,500				
PR-000019	Automatic Door Opener - HDCPA	1,2,3,6		\$5,000				
PR-000020	Pool Vacuum	1,3,4,6		\$2,500				
PARKS & RECREATION SUBTOTAL			\$0	\$95,450	\$90,500	\$6,425	\$12,000	\$100,000
 <u>POLICE</u>								
POL-00001	Cruiser Replacement	6		\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
POLICE SUBTOTAL			\$0	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000
 <u>WASTE WATER</u>								
WW-00001	Pump Station # 7 (Birch Point Rd.-Water District)	2, 7, 8	\$220,000					
WW-00002	Birch Point Rd Force Mains	2, 7, 8			\$650,000			
WW-00003	Septage Pump Replacement	7	\$8,000					
WW-00004	Portable Pump	2,7	\$21,000					
WW-00005	Install Permanent Back-up Generator at Plant	2,7	\$10,000					
WW-00006	Digester Staircase Repair	2,7	\$10,000					
WW-00007	Purchase/Install Pump Back-up generators (2 per yr.)	2,7		\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
WW-00008	Pump Station 10 Upgrade	7,9				\$100,000		
WW-00009	Pump Station 11 Upgrade	7,9					\$100,000	
WW-00010	Federal Street Interceptor Line Engineering Study	7			\$10,000			
WW-00011	Federal Street Interceptor Line Repair/Replacement					\$50,000		
WASTE WATER SUBTOTAL			\$269,000	\$24,000	\$684,000	\$174,000	\$124,000	\$24,000
 <u>TOWN-OWNED PROPERTIES</u>								
TOP-00001	Maine Art Gallery Window & Frame Repair/Replacement	6,8		\$5,000				

TOWN OF WISCASSET (FY2008-FY2012) CAPITAL PROJECT LIST

PROJECT #	PROJECT DESCRIPTION	POTENTIAL FUNDING	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
TOP-00002	Powder House							
TOP-00003	Clock & Spire (Edna Rose Café)							
TOP-00004	Scout Hall-Roof			\$6,000				
TOP-00005	Sunken Garden							
TOP-00006	Municipal Building ADA Compliance (Police Dept. - Major Portion)				\$50,000	\$50,000		
TOP-00007	Municipal Misc. Improvements		\$15,000					
TOP-00008	Wyman Garage							
TOP-00009	White's Island Bridge Repair/Replacement					\$125,000		
TOWN-OWNED PROPERTIES SUBTOTAL			\$15,000	\$11,000	\$50,000	\$175,000	\$0	\$0
 <u>CEMETERIES</u>								
CEM-00001	(1/2) Pick-up Truck w/ Plow to be Shared w/ Highway						\$18,000	
CEM-00002	Tomb Replacement					\$35,000		
CEMETERIES SUBTOTAL			\$0	\$0	\$0	\$35,000	\$18,000	\$0
 <u>TRANSFER STATION</u>								
TS-00001	Font-end Bucket Loader Major Repair/Maint.	3,5,6,9,10,12	\$10,000					
TS-00002	Road Tractor	3,5,6,9,12		\$120,000				
TS-00003	Trash Trailer (Closed Top)	3,5,6,9,12						\$52,000
TS-00004	Trash Trailer (Open Top)	3,5,6,9,12		\$45,000				
TS-00005	Skid Steer Bobcat	3,5,6,9,10,12					\$25,000	
TS-00006	Fork Lift Major Repair/Maint.	3,5,6,9,10,12					\$7,500	
TRANSFER STATION SUBTOTAL			\$10,000	\$165,000	\$0	\$0	\$32,500	\$52,000
ANNUAL INVESTMENT TOTALS				\$1,183,742	\$1,336,650	\$2,363,700	\$1,520,925	\$682,000
							\$1,648,000	